The China Mail.

Established February 1845.

No. 10,530. 號十二月十年六十九百八千一英 HONGKONG, FRIDAY, NOVEMBER 20, 1896. 日六十月十年申丙 PRICE, $2.50 PER MONTH.

OUR JOBBING DEPARTMENT

HAVING been REPLENISHED with a large assortment of the latest EUROPEAN and AMERICAN NOVELTIES, we are prepared to execute orders for FANCY WORK with neatness and despatch, and at very moderate rates.

CHINA MAIL' OFFICE.

THE 'HONGKONG CHINESE MAIL' 華日報香港 (Hongkong Wa Yat Pao) ISSUED DAILY.

CHUN UN MAN, Manager and Publisher

SUBSCRIPTION: Five Dollars a year, deliverable in Hongkong. Outports, $11.40 per annum, including postage.

AGENTS FOR THE CHINA MAIL

LONDON:—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. GEORGE STREET & Co., 30, Cornhill. GORDON & GOTCH, Ludgate Circus, E.C. BATES HENDY & Co., 37, Walbrook, E.C. SAMUEL DEACON & Co., 150 & 154, Leadenhall Street. W. M. WILLS, 151, Cannon Street, E.C. ROBERT WATSON, 150, Fleet Street.

PARIS AND EUROPE:—MAYENCE, FAVRE & Co., 18, Rue de la Grange Batelière.

NEW YORK:—THE CHINESE EVANGELIST OFFICE, 52, West 22d Street.

SAN FRANCISCO and American Ports generally:—BEAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, Melbourne and Sydney.

CEYLON:—W. M. SMITH & Co., THE APOTHECARIES CO., Colombo.

SINGAPORE, STRAITS, &c.:—KELLY & WALSH, LTD., Singapore.

CHINA:—Macao, A. A. DA CRUZ. Amoy, N. MOALLE & Co., LIMITED. Foochow, HEDGE & Co. Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH. Yokohama, LANE, CRAWFORD & Co., and KELLY & Co.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000.
RESERVE FUND.....$ 6,000,000.
RESERVE LIABILITY OF PROPRIETORS.....$10,000,000.

COURT OF DIRECTORS:—
A. MCCONACHIE, Esq.—Chairman.
SIR C. MICHAELSEN, Esq.—Deputy Chairman
Hon. J. J. Bell-Irving. | R. L. Richardson, Esq.
C. Beurmann, Esq. | Alex. Ross, Esq.
G. B. Dodwell, Esq. | D. R. Sassoon, Esq.
M. D. Ezekiel, Esq. | R. Shewan, Esq.
R. M. Gray, Esq. | N. A. Siebs, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.

MANAGER:
Shanghai—J. P. WADE GARD'NER, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING CO., LD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:—
For 3 months 2½ per cent. per annum.
" 6 " 3½ " "
" 12 " 4 " "

T. JACKSON,
Chief Manager.

Hongkong, November 13, 1896. 368

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL.....£1,000,000.
SUBSCRIBED CAPITAL.....£ 500,000.

HEAD OFFICE—HONGKONG.

Court of Directors.
D. GILLIES, Esq. | H. STOLTERFOHT, Esq.
CHAN KIT SHAN, Esq. | CHOW TUNG SHANG, Esq.
KWAN HOI CHUEN, Esq.
Chief Manager.
GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed 5 %.

Hongkong, October 23, 1894. 171

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum. Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
T. JACKSON,
Chief Manager.

Hongkong, August 1, 1895. 1515

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £350,000

INTEREST allowed on Current Account at the rate of 2 % per annum on the Daily balances.

On Fixed Deposits for 12 months 4 %
" " " 6 " 3½ %
" " " 3 " 2½ %

T. H. WHITEHEAD,
Manager.

Hongkong, October 17, 1896. 846

For Sale.

FOR SALE.

THE BELGIAN × 100 A 1 IRON SCREW STEAMER ANVERS,

25 SST. Reg. Gross 1993T. Reg. Net, lying in Hongkong Harbour.

For Particulars, apply to
LAUTS, WEGENER & Co.,
Agents for CAPTAIN AND OWNERS.

Hongkong, September 29, 1896. 1929

FOR SALE.

JUST received per S. S. CHINGTU. Fresh Supplies of NEW SEASON'S WOODS' FIRST VICTORIAN TABLE BUTTER "COW BRAND" in 1 lb., 2 lbs., 5 lbs. and 10 lbs. Tins, in excellent condition.

GEO. P. LAMMERT,
Sole Agent for Hongkong, China and the Philippines.

Hongkong, October 26, 1896. 2144

Business Notices.

MUSICAL DEPARTMENT,

LANE, CRAWFORD & Co.

PIANOS.
BROADWOOD.
COLLARD.
CHALLEN.
DORNER.
PIANOS.

FOR SALE, HIRE or on Monthly Payment System.
Cash Prices, ...from $225 to 1,250.
Monthly Payments accepted, from $15.00.
Second Hand PIANOS from $100 upwards (in Thorough repair).

Violins, Guitars, Mandolines, Mandolas, Banjos, Flutes, Clarinets, Oboes, Cornets, Saxhorns, Etc.

Music sent on Approval,
Pianos Tuned and Repaired. 2319

UNITED ASBESTOS ORIENTAL AGENCY,

LIMITED.

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS COMPANY, Ltd., LONDON,
Pioneers of the Asbestos Trade.

Contractors to H. M. Government, and the Principal English, Indian, Colonial and Foreign Railways, including the Imperial Railways of Japan.

MANUFACTURERS OF
The best qualities of ASBESTOS and RUBBER GOODS for the Very Highest Pressures. Cheaper qualities for Low Pressures.

The "VICTOR" METALLIC PACKING has been adopted by the Lords of the Admiralty for use throughout Her Majesty's Navy.
The "VICTOR" METALLIC JOINTING MATERIALS for Steam and Hydraulic Joints, Manhole and Mudhole Doors, &c., are also used on every Battleship, Cruiser, Gunboat, Torpedo-boat and Transport in H. M. Service.
"SALAMANDER" Non-conducting Composition for Boilers, Hot-water Tanks, Pipes, &c. IN TWO QUALITIES.

SPECIAL QUOTATIONS FOR QUANTITIES.

Superintendent: ... ... THOS. SKINNER.

DODWELL, CARLILL & Co.,
General Agents.

1281

THE

HONGKONG HOTEL.

Most Central.

Most Convenient.

Most Comfortable.

1282

W. BOFFEY & Co.,

TAILORS,

2, D'AGUILAR STREET,

Have an entirely NEW STOCK of WOOLLENS to suit the present and coming season, consisting of:—

FANCY SUITINGS, DRESS, FROCK and MORNING COAT SUITINGS ULSTER and OVERCOATINGS, BREECHES and RIDING MATERIALS in variety.

FANCY VESTINGS, TATTERSALLS and others.

Hongkong, September 21, 1896. 1907

P. D. C.

TRADE MARK.

An Old Matured Scotch Whisky of the Finest Quality.

$12.00.....Per dozen.

行洋和源
Hong Name
YUEN WO.

TELEPHONE No. 135.

SOLE AGENTS,
GANDE, PRICE & Co.,
Wine and Spirit Merchants,
12, Queen's Road Central.

2308]

H. C. M.

THE ACADÉMIE DE MÉDECINE OF FRANCE HAS PLACED

Apollinaris

("THE QUEEN OF TABLE WATERS")

"At the HEAD of ALL the Waters examined for PURITY and FREEDOM from Disease Germs."

SOLE AGENTS:

CARLOWITZ & CO.

HONG KONG, SHANGHAI, CANTON, TIENTSIN, AND HANKOW.

Business Notices.

BERGER'S ENAMELS.

2344

NORMAN NB BROWN'S SPECIAL SCOTCH WHISKY.

THE KING OF WHISKIES.

TEN YEARS OLD.

MELLOW. PURE. DELICIOUS.

ONE QUALITY ONLY.

$12 per case of one dozen.
10 per cent. reduction for Six Cases.
SMALL SAMPLE BOTTLES CAN BE HAD ON APPLICATION.

SOLE AGENTS FOR HONGKONG,
LANE, CRAWFORD & Co.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES named:—

FOR.	STEAMSHIP.	CAPTAIN.	DATE.
LONDON *viâ* MARSEILLES	*Japan*	T. LEIGH	About 26th Nov.
SHANGHAI	*Rohilla*	F. N. COLE	About 29th Nov.
S'HAI, N'SAKI, KOBE & Y'AMA	*Sunda*	E. H. GORDON	About 2nd Dec.
LONDON, &c.	*Ravenna* *	E. STREET	Noon, 3rd Dec.
LONDON	*Aden*	R. E. L. HILL, R.N.R.	About 10th Dec.

* See Special Advertisement.

For Freight or Passage, and further Particulars, apply to

P. & O. S. N. Co.'s Office, H. A. RITCHIE, *Superintendent.*

Hongkong, November 20, 1896. 2302

W. BREWER & Co.

CHRISTMAS CARDS.

LETTS' AND SMITH'S DIARIES.

NEW BOOKS AND NEW EDITIONS:—

Valdar the oft-born, by Griffiths ...	$ 3.50	Foods, their Composition and Analysis, by Walter Blyth ...	$10.50
The Magpie Jacket, by Nat Gould...	1.50	A Provincial Lady, by Williamson...	2.00
Badminton Library "Billiards" ...	5.20	Checked Through, by Savage	6.00
Nautical Almanack	1.50	Mark Twain's Choice Works	4.00
Jude the Obscure, by Hardy	1.20	The Queen's London...	5.00
Heart of the World, by Haggard ...	1.20	Athletic Belts. Foot-Balls. Dog Collars.	

Ex. s.s. 'BELGIC.'

A fresh supply of Californian Red and White Wines.

	Per Case 1 Doz. Bottles.	Per Case 2 Doz. ½ Bottles.
ZINFANDEL,... ...	$4.00	$4.50
RIESLING, ...	5.00	6.00

TRADE MARK.

ESTD. 1864.
Telephone 75.
15, QUEEN'S ROAD.

Caldbeck, Macgregor & Co.,
Wine and Spirit Merchants,
15, Queen's Road.

Hongkong, Nov. 17, 1896. 2317

W. POWELL & Co.

Ball Dress Materials,

Latest Specialities.

ALL NEW GOODS.

W. POWELL & Co.

Hongkong, November 7, 1896. 2244

L. MARTEL & Co.,

WINE AND SPIRIT MERCHANTS AND COMMISSION AGENTS,
24, QUEEN'S ROAD.

CHABLIS,
POMMARD,
CHAMBERTIN.

Bordeaux and Alto Sauterne Wines, Red and White.
All our Wines are guaranteed pure and unadulterated.
Price List on Application.

1916

Business Notices.

CHOICE SELECTION OF SWEETS.

JUST LANDED.

IN SPLENDID CONDITION.

'Reviving Sweets repair the Mind's Decay.'—POPE.

CADBURY'S CHOCOLATE CREAMS.

A large Variety in FANCY BOXES, at Popular Prices.

PASCALL'S GOLDEN MALTEX,
EVERTON TOFFEE
LEMON BARLEY SUGAR,
ALMOND FLOTS,
RASPBERRY DROPS,
APRICOTINES.

ATKINSON'S PERFUMES,
Various Odours.

WATKINS & Co.,
66, Queen's Road Central, Hongkong.

2273

Green Island Cement Company Limited.

MANUFACTURERS OF

PAVING BRICKS. PORTLAND CEMENT. PAVING TILES.

DRAIN-PIPES

FIRECLAY

BRICKS

WORKS, { GREEN ISLAND, MACAO. DEEP WATER BAY, HONGKONG.

SHEWAN, TOMES & CO., GENERAL MANAGERS, HONGKONG.

DICK'S (LATE HANNAY'S)

PATENT COMPOSITION.

UNSURPASSED as an ANTI-FOULING & ANTI-CORROSIVE COMPOSITION for Ship's Bottoms.

In one year—The Ocean S. S. Co., Liverpool, coated 36,157 tons; The Cunard S. S. Co. coated 96,293 tons; McGregor, Gow & Co. coated 21,125 tons.

In use also by THE EMPRESS LINE.

1610 HARRY WICKING, *Sole Agent in Hongkong.*

THE HONGKONG BUTCHERY.

PRIME FRESH BEEF AND SHANGHAI MUTTON.
CORNED BEEF.
CALIFORNIA CREAMERY BUTTER,
$1.40 Per Roll. 75 Cents Per Tin.
OUR CELEBRATED CLUB HOUSE SAUSAGES,
Twenty-five Cents Per Pound.

2334] 19th November, 1896. J. TATAM.

SPANISH RED WINES.

TINTO SUPERIOR ... ... $22.—Per Cask of 112 Liters.
TINTO NAVARRO ... ... $25.— " 120 "
TINTO MOMPÓ (Extra Fine) ... ... $30.— " 120 "

The above Wines have been awarded with GOLD MEDALS at the following Exhibitions:—Vienna 1873; Philadelphia 1876; Madrid 1877; and Paris 1878.

BARRETTO & Co,

2307] Hongkong, Nov. 16, 1896. No. 8, Duddell Street and Ice House Street.

Intimations.

NOTICE TO MARINERS,
No. 64 (SPECIAL).

CHINA SEA.

SHANGHAI DISTRICT.

Temporary withdrawal of the Kintoan Light-vessel.

NOTICE is hereby given that, on or about the 1st December 1896, the Kintoan Light-vessel *Kintoan* will be removed for repairs, and that the temporary Light-vessel *Omega* will take her place.

The *Omega* is a barque and painted yellow. Her Maintopmast, which is surmounted by a black ball, has a yard across, from each arm of which two fixed lights are suspended in a vertical line. The two upper lights are *red* and at a height of 65 feet above the sea and the two lower ones *white*, at a height of 41 feet.

In clear weather the red lights should have a range of visibility of 5 miles and the white ones a range of 10 miles.

A white light will also be exhibited from sunset to sunrise on the forestay at a height of 6 feet above the rail, to show the direction in which the Light-vessel is heading.

During foggy or thick weather a gong will be sounded at intervals of one minute.

If the Light-vessel be driven from her proper position to one where she is of no use as a guide to shipping, the usual lights will not be exhibited, but a small fixed red light will be shown at each end of the vessel; the ball will be struck as soon as possible and until struck it will be surmounted by a red flag.

N.B.—It may possibly happen that one of both of the vertical lights on one yard arm of the *Omega* may be obscured by her own hands, to a vessel that is approaching her when she is swinging across the tide.

A. M. SIGBERT,
Chief Inspector.

INSPECTOR MARITIME CUSTOMS,
Chief Inspector's Office,

Shanghai, 7th November, 1896. 2311

Intimations.

THE DAIRY FARM COMPANY, LIMITED.

NOTICE is hereby given that the Statutory MEETING of the above Company will be held at the COMPANY'S DEPÔT, Wyndham Street, on SATURDAY, the 28th of November, at Noon.

W. HUTTON POTTS,
Secretary.

Hongkong, November 18, 1896. 2328

NOTICE.

THE Annual General MEETING of the HONGKONG SMOKING CONCERT CLUB, will be Held (by permission) in the ST. ANDREW'S HALL on MONDAY, 23rd Nov., at 5.30 p.m.

E. W. MITCHELL,
Hon. Sec.—Acting.

Hongkong, November 16, 1896. 2315

A. S. WATSON & CO., LIMITED.

AN Interim DIVIDEND on Account of the Year 1896, at the Rate of FIFTY CENTS PER SHARE (or FIVE PER CENT. on the Capital of the Company), will be PAYABLE at the HONGKONG AND SHANGHAI BANK, Hongkong, on and after the 25th Instant, on WARRANTS to be obtained from the Undersigned. Local Shareholders are requested to apply at the Company's OFFICE for their WARRANTS.

The DIVIDEND will also be PAYABLE at the HONGKONG AND SHANGHAI BANK, Shanghai, on presentation of Warrants there, on and after the same Date.

The REGISTER OF SHARES will be CLOSED from SATURDAY, the 21st Instant, until SATURDAY, the 28th Inst., both days inclusive, during which period no Transfer of Shares can be Registered.

By Order,
A. H. MANCELL,
Secretary.

Hongkong, November 18, 1896. 2327

SIEM TONG,
Surgeon Dentist,
No. 11, Wanchai Bridge,
TEETH FILL MOUNTED.
Warranted sure.

Hongkong, April 4, 1896. 2[illegible]

Entertainments.

THEATRE ROYAL,

CITY HALL.

By Kind Permission of
LIEUT.-COL. C. H. B. NORCOTT,
COMMANDING.

SPECIAL PERFORMANCE
OF
RIFLE BRIGADE BURLESQUE
'FRA DIAVOLO,'
on SATURDAY EVENING,
21st November, 1896.
In Aid of Local Charities.

Prices, $3, $2 and $1.
(Soldiers and Sailors half price to $1 Seats.)

Box Office at Messrs. W. ROBINSON and Co.'s Piano and Music Rooms.

A special Tram will leave for the Peak, fifteen minutes after the fall of the curtain.

Hongkong, November 18, 1896. 2313

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions from J. W. NORTON KYSHE, Esq., to Sell by Public Auction, on

SATURDAY,

the 21st Nov., 1896, at 2.30 p.m., at his Residence, 'Earnsfoot,' Upper Robinson Road:—

THE WHOLE OF THE
HOUSEHOLD FURNITURE, &c.,
mostly New.

Comprising:—

TAPESTRY COVERED LADY'S CHAIRS.
CANTON BLACKWOOD STAND, STOOL, and WRITING TABLE.
OVERMANTELS, VASES, and ORNAMENTS.
CARPETS and HEARTH RUGS.
TEAKWOOD EXTENSION DINING TABLE, MARBLETOP SIDEBOARD with BEVELLED GLASS, DINNER WAGGON.
ONE HANDSOME DOUBLE DINNER SET, and GLASSWARE.
ENGLISH DUPLEX TABLE and NEW BRASS STANDARD LAMPS.
DOUBLES BRASS MOUNTED IRON SPRING BEDSTEADS.
DOUBLE and SINGLE WARDROBES, WARDROBE with BEVELLED GLASS DOORS, CHEST of DRAWERS, DUCHESS DRESSING TABLE, and MARBLETOP WASHSTANDS.
ONE COTTAGE PIANO, by HAAKE.
&c., &c., &c.

TERMS OF SALE.—As customary.

On view from *Thursday*, the 19th Inst.

J. M. ARMSTRONG,
Auctioneer.

Hongkong, November 16, 1896. 2309

PUBLIC AUCTION.

OF
RARE OLD JAPANESE LACQUER, IVORIES, ETC.

THE Undersigned has been favored with Instructions from Dr. P. B. C. AYRES to Sell by Public Auction, on

SATURDAY,

the 21st November, 1896, commencing at 2.30 p.m., at his Sales Rooms, Duddell Street,—

HIS LARGE AND VALUABLE COLLECTION OF OLD JAPANESE MEDICINE BOXES in OLD GOLD, RED, BLACK AND OTHER LACQUER.
RARE OLD NETSUKES & CARVINGS
IN GREAT VARIETY.

The said Collection is the finest of its kind ever offered for Public Sale in this Colony.

Catalogues will be issued prior to Sale.
On view from *Friday*, the 20th November.
TERMS OF SALE:—As Customary.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, November 14, 1896. 2297

PUBLIC AUCTION.

THE Undersigned has been instructed by Messrs. BRADLEY & Co., to sell by Public Auction at their Godown, Duddell Street, on

MONDAY,

the 23rd November, 1896, at 11 a.m.,
For Account of whom it may concern.
85 CASES FORMOSA CAMPHOR,
ALL IN PERFECT CONDITION.

TERMS OF SALE:—Cash on delivery; delivery to be taken within one week after Sale.

PAUL BREWITT,
Auctioneer.

Hongkong, November 19, 1896. 2336

PUBLIC AUCTION
OF
VALUABLE HOUSEHOLD FURNITURE, COTTAGE PIANO, CANTON BLACKWOOD, ETC.

THE Undersigned has received instructions to Sell by Public Auction, on

THURSDAY,

the 26th November, 1896, commencing at 2.30 p.m., at No 1 Albany, the Residence of K. W. MOUNSEY, Esq.:—

THE WHOLE OF HIS
VALUABLE HOUSEHOLD FURNITURE,
comprising:—

A FINE LOT OF CANTON BLACKWOOD, such as, FINELY CARVED OCTIO STAND, LARGE SIZE GENTLEMAN'S WRITING TABLE, LOW TABLES, STOOLS, STANDS, MARBLE-TOP CENTRE TABLE and TEAPOYS.
FINE ENGRAVINGS, ORNAMENTS, PHAQUES, FOOCHOW LACQUERED TABLES, UPHOLSTERED COUCH, CARPET, RUGS, CURTAINS and CURTAIN POLES, ETC., ETC., ETC.
SIDEBOARD with BEVELLED GLASS, DINNER WAGGONS, EXTENSION DINING TABLE and CHAIRS, DINNER and DESSERT SERVICES, GLASSWARE, ELECTRO PLATE, CUTLERY, PANTRY REQUISITES.
IRON and BRASS MOUNTED SINGLE BEDSTEADS and MATTRESSES, MARBLE-TOP WASHSTANDS and DRESSING TABLES, WARDROBES PLAIN and with BEVELLED GLASS, CHEST of DRAWERS and SUNDRY BEDROOM FURNITURE, ETC.
BATHROOM REQUISITES, POTS and PLANTS, ETC., ETC.

Catalogues will be issued previous to the Sale.
On view from *Wednesday*, 25th Nov.
TERMS OF SALE.—As customary.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, November 14, 1896. 2297

Intimations.

EYE-SIGHT.

NOTICE.

MR. N. LAZARUS, Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES, at the HONGKONG HOTEL (Room No. 139).

FOR A FEW DAYS ONLY.

A great proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes,—the many years of 'Eye Strain' ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE.
HONGKONG HOTEL,
(Room No. 139). 2215

PERSEVERANCE LODGE OF HONGKONG, No. 1,165.

AN Emergency MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on WEDNESDAY, the 25th Instant, at 5 for 5.30 p.m. precisely. VISITING BRETHREN are cordially INVITED to attend.

Hongkong, November 18, 1896. 2329

To-day's Advertisements.

HONGKONG RIFLE ASSOCIATION.

COMPETITION.

THE Long RANGE CUP and Spoons will be shot for TO-MORROW (SATURDAY), over the 700 and 800 yards distances. 10 shots and a 'sighter' at each. Entrance fee 30 Cents.

Firing will commence at 2.45 p.m.

F. SMYTH,
Hon. Secretary.

Hongkong, November 20, 1896. 2346

PUBLIC AUCTION.

THE Undersigned has received intructions to Sell by Public Auction, on

TUESDAY,

the 24th November, 1896, at 2.30 p.m., at his Sales Rooms, Queen's Road,—

SUNDRY EFFECTS,

belonging to the Estate of the late Captain STEWART, P. MCGREGOR and P. FOSTER,

comprising:—

TWO FOWLING PIECES, ONE RIFLE, BINOCULAR, TELESCOPE and ANEROID, &c.
SUNDRY CLOTHING.
SUNDRY BOOKS.
BOOKS ON ENGINEERING, &c., &c.
Also,
At the same time,
HOUSEHOLD FURNITURE, &c.
(For Sundry Accounts.)
comprising:—

TAPESTRY with PLUSH COVERED DRAWING ROOM SUITE.
CHIMNEY GLASSES, PICTURES and ORNAMENTS.
STANDARD LAMP, CARPET and RUGS.
EXTENSION DINING TABLE, SIDEBOARDS, DINNER WAGGONS, BOOK-CASE, WRITING TABLE, &c.
CROCKERY, GLASS and PLATED WARE.
DOUBLE and SINGLE IRON BEDSTEADS.
WARDROBES with PLATE GLASS DOORS, BUREAU with GLASS, CAMPHOR-WOOD CHEST of DRAWERS, DRESSING TABLE, and MARBLE TOP WASHSTAND.
ONE JINRICKSHA.
&c., &c., &c.

TERMS OF SALE:—As customary.

J. M. ARMSTRONG,
Auctioneer.

Hongkong, November 20, 1896. 2345

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

The Co.'s Steamship
Namoa,
Captain HALL, will be despatched for the above Port, on SUNDAY, the 22nd Instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, November 20, 1896. 2342

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR KOBE.

The Co.'s Steamship
Hinsang,
Captain KYNOCH, will be despatched as above on MONDAY, the 23rd Instant, at 4 p.m., instead of as previously advertised.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, November 20, 1896. 2343

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

The Co.'s Steamship
Zafiro,
Captain CONRAN, will be despatched for the above Port on TUESDAY, the 24th Instant, at Daylight.

This Steamer has superior Accommodation for Passengers.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, November 20, 1896. 2343

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOURABAYA.

The Co.'s Steamship
Fausang,
Capt. N. MONSUN, will be despatched as above on TUESDAY, the 24th Instant, at 4 p.m.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, November 20, 1896. 2344

Vessels Advertised as Loading.

Destination.	Vessels.	Agents.	Date of Leaving.
Australian Ports	Monmuir (s)	Gibb, Livingston & Co.	Nov. 25, daylight.
Baltimore	El Capitan	Siemssen & Co.	Quick despatch.
Bremen & Ports of Call	Schaen (s)	Norddeutscher Lloyd	Dec. 8, at 9 a.m.
Kobe	Hinsang (s)	Jardine, Matheson & Co.	Nov. 23, 4 p.m.
London, v. Ports of Call	Yama uchi Maru (s)	Nippon Yusen Kaisha	Dec. 11, at noon.
London, v. Ports of Call	Ravenna (s)	P. & O. S. N. Co.	Dec. 3, at noon.
London, v. Suez Canal	Teucer (s)	Butterfield & Swire	Nov. 21, at noon.
London, v. Suez Canal	Ulysses (s)	Butterfield & Swire	December 5.
London, v. Marseilles	Japan (s)	P. & O. S. N. Co.	About Nov. 26.
Manila	Zafiro (s)	Shewan, Tomes & Co	Nov. 24, daylight.
Nagasaki and Kobé	Cromarty (s)	Dodwell, Carlill & Co	Nov. 25, at noon.
Nagasaki, Kobé & Yma	Port Adelaide (s)	Dodwell, Carlill & Co	Nov. 25, at noon.
New York, v. Suez Canal	Claverhill (s)	Shewan, Tomes & Co.	About Nov. 27.
New York	Sam Mark	Carlowitz & Co.	Quick despatch.
New York	William H. Smith	Carlowitz & Co.	Quick despatch.
S. Francisco, v. Japan	Belgic (s)	O. & O. S. S. Co.	Nov. 24, at noon.
S. Francisco, v. Japan	Peru (s)	Pacific Mail S. S. Co	Dec. 2, at noon.
San Francisco	Glan Macfarlane	Shewan, Tomes & Co	Quick despatch.
S'pore, C'mbo & B'bay	Miike Maru (s)	Nippon Yusen Kaisha	Nov. 21, at 4 p.m.
S'pore, S'rang & S'baya	Fausang (s)	Jardine, Matheson & Co	Nov. 24, at 4 p.m.
S'pore, S'rang & S'baya	Shantung (s)	Butterfield & Swire	November 25.
Swatow	Namoa (s)	Douglas Lapraik & Co	Nov. 22, daylight.
Tacoma (Wash.), &c.	Tacoma (s)	Nor. P'fic S. & R. Co.	Dec. 8, at noon.
Vancouver (B.C.), &c.	Empress of India (s)	Canadian P'fic R. Co.	Nov. 25, at noon.

To-day's Advertisements.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND SINGAPORE.

THE Company's Steamship *Mogune*, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 26th Inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 26th November, at 3 p.m.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 26th Instant will be subject to rent.

Bills of Lading will be countersigned by

HOLLIDAY, WISE & Co.,
Agents.

Hongkong, November 20, 1896. 2341

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP *TACOMA*,
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & Co.,
Agents.

Hongkong, November 20, 1896. 2340

SHIPPING.

ARRIVALS.

November 19:—

Saida, Austrian warship, 2,500, Conrad Spiller, Shanghai November 17.

Matterhorn, British barque, 1,839, J. Williams, New York June 16, Oil.—STANDARD OIL Co.

Taksang, British steamer, 977, P. H. Rolfe, Newchwang and Chefoo Nov. 13, Beans and General.—JARDINE, MATHESON & Co.

Cheang Chew, British str., 1,215, Fred. Webb, Singapore Nov. 12, General.—HONG SENG CHANG.

Independent, German steamer, 821, S. Ahrenkiel, Newchwang Nov. 12, and Chefoo 14, Beans.—WIELER & Co.

November 20:—

Tacoma, British steamer, 1,662, T. A. Whistler, R.N.R., Tacoma and Victoria, B.C., Oct. 17, Yokohama Nov. 8, Kobe 12, Moji 14, and Shanghai 17, General.—DODWELL, CARLILL & Co.

Namoa, British steamer, 862, T. P. Hall, Foochow Nov. 17, Amoy 18, and Swatow 19, General.—DOUGLAS STEAMSHIP Co.

Namyong, British str., 984, H. Smith, Singapore via Hoihow Nov. 9, General.—WE BIN & Co.

Chunshan, British steamer, 1,283, F. J. Fergusson, Swatow Nov. 19, General.—BRADLEY & Co.

Fred. P. Litchfield, American barque, 991, W. W. Hardy, Newcastle, N.S.W. Oct. 3, Coal.—ORDER.

Penobscot, American barque, 1,067, Maculder, Newcastle Sept. 11, Coal.—ORDER.

Arcona, German cruiser, 2,306, Commander Beiker, Foochow Nov. 18.

Teucer, British steamer, 1,802, J. Riley, Amoy November 19, General.—BUTTERFIELD & SWIRE.

Loyal, German steamer, 1,203, L. Lorensen, Newchwang Nov. 13, and Chefoo 14, Beans.—WIELER & Co.

DEPARTURES.

November 20:—

Arcona, for Nagasaki, &c.
Oslo, for Saigon.
Sishan, for Swatow.
Petrarch, for Kobe.
Loosok, for Swatow.
Esmeralda, for Manila.
Daphne, for Yokohama.
Lightning, for Singapore.
Moyune, for Amoy.
Sachsen, for Shanghai.
Taksang, for Canton.

CLEARED.

William J. Rotch, for New York.
El Capitan, for Baltimore.
Namyong, for Amoy.
Glengarry, for Shanghai.

PASSENGERS.

ARRIVED.

Per *Cheang Chew*, from Singapore, 420 Chinese.

Per *Independent*, from Newchwang, 1 Chinese.

Per *Tacoma*, from Hongkong, 1 from Tacoma, Mrs Gorham from Shanghai, Mr A. H. Wiseman from Swatow, 100 Chinese.

Per *Namoa*, from Coast Ports, Mr Hook, Viscount Kawakami, and 4 Japanese Officers, Mr Young de Fuenzan.

Per *Namyong*, from Hoihow, 300 Chinese; for Amoy, 200.

Per *Chunshan*, from Swatow, 250 Chinese.

Per *Teucer*, from Amoy, Mr and Mrs Richards and Master Talbot, and 250 Chinese.

DEPARTED.

Per *Sachsen*, for Shanghai: from Bremen, Mrs E. Melchers, Messrs C. Lund, O. Olesen, Schmidt, and C. T. Suber; from Southampton, Mr and Mrs C. Dowdall, Mrs McNeill, Rev. J. Meadows and daughters, Miss Kingham, Messrs James, Alb Phelps, and H. R. Everall, Mr and Mrs Coulthard, Dr Arnott; from Genoa, Mrs V. Falkenheyn, Dr Eiswaldt, Mr Cheo Al Wouters, Messrs A. Giessel, Ewalin, and Wisoniewski, Mrs Couling; from Naples, Mr and Mrs E. Saczer, Mr Otto Fock, and Commandor Bassens; from Singapore, 1 Chinese; from Hongkong, Revs. A. B. Turner and Pearson, Messrs Duncan McNeill, Mr Baul Lourtal, G. Sterling and 6 Chinese.

Per *Daphne*, for Yokohama: from Europe, Messrs E. Giese, H. Sinram, E. Putzier, M. Johannsen, H. V. Fanoi, Carl P. Niemeyer and 6 Chinese.

Per *Esmeralda*, for Manila, Messrs Thos. J. Nunan, Carlos Blanco, B. F. Hammersly, and Ed. Schuidler, Mrs A. Galloway, Mrs Horokichi Noguchi, 7 Chinese, and 2 boys.

Per *Lightning*, for Calcutta, &c., Miss Tabor, Mr Barker, Mr Ho Wai Hing, Mr and Mrs E. H. Joseph, Mrs Osome, Mrs Ohiku, Mrs Vickeros, Mr Lum Nin, Mrs Chen Yu, Mrs Lum Ng, Mr Kasaski, and Mr Ano.

Per Ancona, from Hongkong for Nagasaki: Miss Ohsi osan, Mr O. Otrilsen, Lieut. von Kamcke, Lieut. zur See Harder, Lieut. zur See Lüdeck, Lieut. Graf. v. Mortner, Mr F. Graudmann, Lieut. Graf. v. Zeppelin, Lieut. Frh. v. Bibra, Mr Dalega, Lieuts. v. Gordon, Loof; for Kobe, Mr A. Donald; for Yokohama, Miss Stornebrink, Mr and Mrs Wrenn, maid and infant, Mr G. Carlle, Lieut. B. W. Bowring, R.N., Maj. and Mrs S. Jackson.—For Yokohama from Colombo: Mr H. Clarkson, Mr R. M. J. Clarkson; from Brindisi, Mr Basil Woodd; for Yokohama: from London, Miss E. Fyson, Miss Oxlad, Bishop and Mrs Fyson, Miss Cayr, Miss J. Steele, Mr J. Atkewa, Mr Japp, and Miss R. Fyson. From London: for Kobe, Misses Crans, and Bryrant; for Nagasaki, Miss Nottidge, Miss Ada Wright, and Mr Morgan.

Per *Oslo*, for Saigon, 200 Chinese.
Per *Sishan*, for Swatow, 20 Chinese.
Per *Loosok*, for Swatow, 300 Chinese.
Per *Moyune*, for Amoy, 400 Chinese.

TO DEPART.

Per *William J. Rotch*, for New York, 1 European.
Per *Namyong*, for Amoy, 260 Chinese.
Per *Glengarry*, for Shanghai, 2 Europeans.

SHIPPING REPORTS.

The British steamer *Taksang* reports: Strong S.W. winds, and clear weather to Chefoo; thence to Saddle Islands, similar weather and high sea, fresh monsoon and fine clear weather to arrival.

The British steamer *Cheang Chew* reports: From Singapore to 18° North, gentle North winds, and fine smooth water; and to port N.E. and fine.

The British steamer *Tacoma* reports: Left Tacoma Oct. 17, at 10.35 a.m., and Victoria, B.C., same night. Experienced a succession of Westerly gales during entire voyage; arrived at Yokohama Nov. 8th, 6.20 a.m., and left on 9th, at 7.50 p.m. Left Kobe 12th, at 6.15 a.m., Moji 14th, 6.30 a.m., and Shanghai on 17th, 9.40 a.m. Fine weather on Japan and China Coasts; arrived Hongkong 20th, 7 a.m.

The British steamer *Namoa* reports: From Foochow, fresh breeze N.E. fine. From Amoy, fresh breeze N.E. and fine. From Swatow, light wind and variable.

Steamers in Foochow: *Tuegar, Weichow, Tamsui, Falkenburg, Hailoong*, and *Szechuen*. Steamers in Swatow: *Kashing, Kiangsi*, and *Meefoo*.

The British steamer *Namyong* reports: Fresh to strong N.E. monsoons with high sea to Hoihow; from Hoihow to Hongkong, moderate monsoon, fine clear weather.

The British steamer *Chunshan* reports: Moderate monsoon and fine weather.

The British barque *Matterhorn* reports: Nov. 14, spoke sailing vessel *Ladakh*, from New York, bound Hongkong, 173 days out, lat. 19.23 N., long. 128.57 E.

The British steamer *Teucer* reports: Light to moderate N.E'ly and fine.

POST OFFICE NOTICES.

MAILS will close:—

For AMOY & STRAITS.—
Per *Namyong*, at 9.30 a.m., on Saturday, the 21st November.

For SINGAPORE.—
Per *Teucer*, at 11.30 a.m., on Saturday, the 21st November.

For AMOY.—
Per *Cheang Chew*, at 2.30 p.m., on Saturday, the 21st November.

For SHANGHAI.—
Per *Fushun*, at 3.30 p.m., on Saturday, the 21st November.

For HAIPHONG.—
Per *Marie Jebsen*, at 5 p.m., on Saturday, the 21st November.

For KOBE.—
Per *Hinsang*, at 3.30 p.m., on Monday, the 23rd November.

For SINGAPORE, SAMARANG & SOURABAYA.—
Per *Fausang*, at 3.30 p.m., on Tuesday, the 24th November.

For NAGASAKI, KOBE & YOKOHAMA.—
Per P. & O. *Adelaide*, at 11.30 a.m., on Wednesday, the 25th November.

For SHANGHAI, KOBE, YOKOHAMA, VICTORIA, B.C., & TACOMA.—
Per *Tacoma*, at 11.30 a.m., on Tuesday, the 8th December.

MEMOS. FOR TO-MORROW.

Shipping.

Noon.—*Teucer* leaves for London, &c.
4 p.m.—*Miike Maru* leaves for Bombay, &c.

Auctions.

2.30 p.m.—Auction of Japanese Lacquer, &c., at Mr Geo. P. Lammert's.
2.30 p.m.—Auction of Household Furniture, &c., at Mr J. M. Armstrong's.

Amusements.

9 p.m.—Performance at the City Hall.

Miscellaneous.

2.45 p.m.—Competition of Hongkong Rifle Association.
Register of Shares of A. S. Watson & Co., closed from this date to the 28th Instant, inclusive.
Goods per *Kaisar-i-Hind* not cleared after 4 p.m. subject to rent.
9 p.m.—Lecture at Volunteer Headquarters.

Quotations.

HONGKONG, November 20, 1896.

OPIUM—New Patna, cash,	725
" Old " cash,	725
" New Benares, cash,	736½
" Old " cash,	722½
" New Malwa, credit,	750/760
" Allowance, Taels,	0/12
" Old Malwa, credit,	770/800
" Allowance, Taels,	0/32
" Persian, Only, cash,	—
" Allowance, Taels,	—
" Persian, Paper tied	600/650
" Allowance, Taels,	16/48

Exchange

HONGKONG, November 20, 1896.

On London—	
Bank, Wire,	2/1½
" On demand,	2/1 9/16
" 30 days' sight,	2/1⅛
" 4 months' sight,	2/1⅛
Credits, 4 " "	2/2
Documentary, 4 months' sights,	2/2⅛
On Paris—	
On demand,	2.68
Credits, 4 months' sight,	2.73
On Berlin—Demand,	
On New York—	
On demand,	51½
Credits, 60 days' sight,	52¾
On Bombay—	
Wire,	165
On demand,	165½
On Calcutta—	
Wire,	165
On demand,	165½
On Shanghai—	
On demand,	72⅞
30 days' sight, (private paper)	73¼
Gold Leaf, 100 fine, (per tael)	$48.70
Sovereigns (Bank's buying rate)	$ 9.25
Silver (per oz.)	29 1/16d.

Hongkong Register.

	Previous days at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	30.05	30.12	30.00
Temperature	72	74	74
Humidity	52	55	59
Direction of Wind	E	E	ESE
Force	3	2	2
Weather	b	b	b
Rain	—	—	—

Highest open air temperature on the 19th.....74
Lowest open air temperature on the 19th.....67

F. G. FINN, *First Assistant.*

Hongkong Observatory, Nov. 20, 1896.

A. S. WATSON & Co.,
LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS
OF
Aerated Waters.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Purest Ingredients only are used, and the utmost Care and Cleanliness exercised in the Manufacture throughout.

The Water used is proved by repeated Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG."

And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATER
SODA WATER
LEMONADE
POTASH WATER
SELTZER WATER
LITHIA WATER
SARSAPARILLA WATER
TONIC WATER
GINGER ALE
GINGERADE

No Credit given for Bottles that look dirty or greasy, as this appears to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & Co., LIMITED.
THE HONGKONG DISPENSARY.
Hongkong, July 4, 1896. 1297

The publication of this issue commenced at 6.30 p.m.

The China Mail.

HONGKONG, FRIDAY, NOVEMBER 20, 1896.

LOCAL AND GENERAL.

PASSED SUEZ CANAL.

(SUPPLIED THROUGH REUTER.)

OUTWARD BOUND:—*Strathtay*, Sept. 25th; *Agapanthus*, 29th; *Glenfarg*, 6th Oct.; *Elax*, 9th; *Courtfield*, 13th; *Kayoshima Maru*, *Morven*, 20th; *Sydney*, 23rd; *Dordogne*, *Lombard*, *Ellen Rickmers*, 27th; *Glenfruin*, *Parthus*, *Yarra*, *Medusa*, 30th; *Sunda*, *Saghalien*, Nov. 6th; *Glenogle*, *Glenturret*, 10th; *Benlomond*, *Ningchow*, *Bellona*, *Patroclus*, *Orestes*, 13th; *Borneo*, *Pingsuey*, 17th.

HOMEWARD BOUND:—*Formosa*, *Benmohr*, Oct. 6th; *Frigga*, Oct. 9th; *Diomed*, 16th; *Aglaia*, *Shanghai*, *Nerite*, 20th; *Tantalus*, 23rd; *Kriemhild*, 27th; *Benvenue*, *Oopack*, *Tosa Maru*, Nov. 3rd; *Prinz Heinrich*, 6th; *Natal*, *Nestor*, 10th; *Irene*, 13th; *Java*, *Asloan*, *Dardanus*, 17th.

Mails.

The P. M. s. s. *Peru*, with the AMERICAN MAIL of 26th Oct., leaves Yokohama, on Tuesday, the 17th Nov., at daylight, and may be expected here on or about Wednesday, the 25th Nov.

The R. M. S. *Empress of Japan* left Vancouver for Hongkong on 9th Nov.

The P. M. s. s. *City of Rio de Janeiro*, with mails &c., left San Francisco for this port on the 12th Nov., via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai.

Steamers Expected.

The O. S. S. Co.'s steamer *Polyphemus*, from Liverpool, left Singapore on the morning of 14th Nov., and is due here on or about the 19th Nov.

The s. s. *Kutsang*, from Calcutta and Straits, left Singapore for this port on the evening of Nov. 16th, at 5 o'clock.

The s. s. *Port Adelaide* left Singapore on the 14th Nov. and is due here on or about the 21st Nov.

The 'Ben' Line steamer *Benlawers*, from Antwerp and London, left Singapore for this port on Nov. 16.

The P. & O. Co.'s s.s. *Hydaspes* left Bombay for this port on the morning of the 11th Nov.

The C. M. Co.'s str. *Paking*, from Glasgow and Liverpool, passed the Canal on the 3rd Nov., and may be considered due at Singapore on or about the 20th Nov.

The N. G. I. str. *Bisagno* left Bombay on the 10th Nov., and may be expected here on or about the 28th Nov.

The s. s. *Victoria*, sailed from Victoria, B.C., for Japan and Hongkong, on Friday afternoon, 6th Nov.

Latest Advices.

The O. & O. s. s. *Coptic*, with the AMERICAN MAIL of the 3rd Nov., leaves Yokohama on Saturday, the 21st Nov., at daylight, and may be expected here on or about Sunday, the 29th Nov.

The N. P. s. s. *Olympia* arrived at Tacoma on the 18th Nov.

The D. D. R. steamer *Oceana*, from Hamburg, left Singapore for this port on Nov. 11th, and may be expected here on or about the 26th Nov.

A HALF-MILE race took place this afternoon between Mr Victor Deacon on his pony *Throstle*, and Mr Ronald Potts on Mr George Potts' pony *Presto*. Mr Deacon won. Time—1 min. 5 seconds.

THE N. P. s. s. *Tacoma* brings the following cargo:—10 Bales Drillings, 1665 Packages Lumber, 312 Pieces Rough Pine, 35 Bales Hay, 22,656¼ Sacks Flour, and 2458 Packages General from Japan.

THE monthly Carbine Competition of the Maxim Gun Company of the Volunteer Corps for Cup and Spoons will take place to-morrow on the Police Range at Kowloon. Firing to commence at 3 p.m. sharp. A special launch will leave Pedder's Wharf at 2.30 to convey competitors to Yaumati.

WE would remind our readers of Surgeon-Colonel Evatt's lecture to-morrow night at the Volunteer Institute at 9 p.m. on 'The Medical Arrangements of an English Army in the Field.' All members of the Corps and the general public, including ladies, are invited to attend. Mr T. Jackson will preside.

THE following crews were picked last night for the German Cup:—*Thistle*—F. Lammert (Captain), H. Skott, Surg.-Captain Watson, A. E. Alves and P. Hyndman (cox.). *Shamrock*—R. F. Lammert (Captain), E. Bischoff, W. A. Stopani, A. A. Rose and C. T. Kew (cox.). *Leek*—T. Meek (Captain), A. A. Alves, S. Robinson, T. Consumji and R. Henderson (cox.). *Kornblume*—W. Armstrong (Captain), G. Mollison, G. C. Fullerton, T. Brown, and F. W. White (cox.). *Rose*—G. C. Hayward (Captain), G. H. Potts, A. Thomsett, H. W. Kennett and J. Hance (cox.).

IN the U. S. Consular Court on November 11, Consul Connelly gave judgment in the case of the Hongkong and Shanghai Bank v. the Japan Camphor Company. The Court gave judgment for the plaintiffs for the sum of $24,642.99, together with interest from date of judgment to date of payment at the rate of six per cent., and the costs to be paid by the defendants. It was also ordered that should the defendants have failed to satisfy the judgment of the plaintiffs and pay the costs of proceeding by twelve o'clock noon yesterday a writ of execution would be issued for the sale of the property of the defendants.

VISCOUNT KAWAKAMI, Lieutenant-General of the Japanese Army, and his suite arrived here this morning by the *Namoa*. His Excellency has been making a tour of inspection in Formosa. After about a week's stay here he will proceed to Tonkin for the purpose, it is believed, of studying the French system of dealing with the native population in that colony.

HONGKONG C.C. v. Royal Navy.—The following will play for the Club in the above Cricket Match to-morrow (Saturday) at 11 a.m.:—Captain Eccles, R.B.; Captain Dyson, A.P.D.; P. G. Davies, R.A.; Lt. Wood, 14th; Lt. Howard, 14th; Rev. G. R. Vallings, A. G. Ward, A. Mackewin, H. Arthur, J. R. Gillingham, T. Sercombe Smith.

By the courtesy of Admiral Sir Alexander Buller, K.C.B., Captain Login, R.N., and the officers, the Band of H.M.S. *Centurion* will play on the ground during the afternoon.

SEVERAL Japanese capitalists have applied to the Formosa Governor-General's Office to carry on the industry of gold and gold-dust mining in Formosa. When a charter has been given a Company will be formed for the purpose.—*Gazette.*

THE reward offered for the identification of the writer or writers of the missives produced at the inquest on the body of the late Mr W. R. H. Carew has been increased from $100 to $500.—*Gazette.*

IT is expected that Professor Burton will accompany Mr Homano, expert of the Formosan Domestic Bureau, on a tour of Hongkong, Amoy, and Shanghai to inspect the sanitary conditions and processes there maintained.—*Hiogo News.*

THE *Hiogo News* says:—Vessels of the proposed Volunteer Fleet will ply (1) Kobe to Hongkong and Amoy, (2) Amoy to Shanghai, (3) Kobe to Jinsen, (4) Shanghai to Taku, (5) Taku to Tientsin, (6) Shanghai to Hankow, (7) Japan to Australia, and (8) Japan to America. Nine steamers ranging from three to six thousand tons and fourteen ranging from five hundred to three thousand tons are to be employed.'

SAYS the *New York Maritime Register*:—If all that is reported is true not a port on our West Coast but will have a Japanese steamship line and the whole coast will have an enormous Japanese traffic. Just where all this trade is to come from is not apparent at the moment. But the steamship lines are to be started anyhow. What between subsidies, and raw cotton for Japan and manufactured goods of all kinds [illegible] growth of trade in the future. That there will be some successful steamer line, and that our trade with Japan will develop is beyond doubt, but the boom is not of gigantic proportions and is not here yet.

THE *I. and E. Engineer* says:—The German Emperor is evidently determined to have an increased navy. The German Press again teems with rumours of a far-reaching programme of naval construction said to have been drafted for the Emperor's approval by Rear-Admiral Tirpitz. According to a semi-official announcement, however, no extension of the German Navy will be proposed before the naval estimates have been voted for the next financial year. These estimates will include the final instalments for a number of ironclads and cruisers destined to replace vessels now on service, but will provide for no direct increase in the German fleet. The amount of the naval estimates in the forthcoming budget will probably not exceed 20,000,000 marks.

DURING the recent war with the Japanese, Britain practically declared herself guardian of China's great waterway—the Yangtze-Kiang—because she felt that if that were blocked, a great part of the trade with China would be stopped. Notwithstanding its importance, it is a recognized fact that the Shanghai river is one of the worst managed and most dangerous waterways in the world; and this has set people thinking about the expediency of reviving a proposal mooted 16 years ago, namely, that a river conservancy board be constituted with Chinese and foreign authorities, and that funds for conservancy purposes be raised by imposing dues at the rate of one-tenth of one per cent. *ad valorem* on all merchandise imported or exported through the Imperial Maritime Customs. This seems a very reasonable proposal, for the inhabitants of Shanghai have ample reason to complain of the total insufficiency and carelessness shown by the Chinese in conserving the river that constitutes the settlement's chief, and indeed only, trade route of communication with the outer world. They are justified in insisting that if the Chinese persistently neglect that plainly vital duty, then they themselves should provide for its discharge.—*I. and E. Engineer.*

IT seems to be the case that in the heavier kinds of piece goods, the United States manufacturers are able to take a better place in some of the markets of China than the British. It is to be anticipated that India in piece goods and

MR GEORGE GRIMBLE'S ORGAN RECITAL.

Mr Grimble gave his second Organ Recital last evening at Union Church before a large audience. This young and promising organist has taken our previous remarks in good part, and had the programme which was presented last night been given on the last occasion there is no doubt there would have been a repetition of the same crowded audience. It was unfortunate, however, the Volunteer inspection fell at the same hour. The first and third items on the programme, Lefébure Wély's Grand Offertoire in F. Major, and the Andante in G, by Edouard Batiste, were performed in a manner worthy of special mention, and had a very different effect to the works produced on the last occasion. The fifth item on the programme, 'The Lost Chord,' was no doubt put in to lighten the programme, but one could not help feeling that there was one thing very much lacking in the performance, and that was the human voice, for which the *vox humana* is but a poor substitute. The March of the Medes and the allegro movement from Handel's Concerto in G minor were also well rendered. Mr Mirow gave the tenor solo from *Elijah* 'If with all your hearts' in a finished style, although it was not exactly pleasing that he should sing it in German. Senora Barbat rendered 'Ave Maria' in a most artistic manner, although she did not appear to have quite recovered from her indisposition. Mr A. Van Nierop in his singing of 'The Star of Bethlehem' did perhaps his best to give a lighter aspect to the programme, and it is perhaps the mischance of a performance in a church that the same variety of songs cannot be indulged in as on the concert platform. The performance on the whole was exceptionally good, and it is to be hoped Mr Grimble will continue to give these recitals, and that the programmes submitted may be as interesting as that presented last night.

NOTES FROM SHANTUNG.

(By a Correspondent.)

It is one of the eccentricities of the Chinese, that although they have developed elaborate philosophies, none of them have led them to confidence in the uniformity of nature. Polytheism has no basis for such a view. Thus it comes about that in an Empire which is one of the most conspicuous examples of homogeneity the world has ever seen, neither the people nor their rulers have any fixed opinions as to the causes upon which the rain-fall depends. In this province a great variety of beings real and imaginary are worshipped to cause the fall of water to adjust itself to the needs of the farmers. Among the divinities thus honored are the Goddess of Mercy who in the south of China is generally regarded as male; the God of War; the Dragon God, or Lung Wang; and a 'Tai-Wang,' which is popularly supposed to be incarnated in a serpent, frequently a water-snake, but in default of that a common garter snake will do just as well. Whenever one of these 'Tai-Wangs' is discovered, it is common to notify the nearest local official, and it is expected that he will go and worship it. It is not so many years ago that Li Hung Chang performed this service at Tientsin, where there is a very large temple to Tai-Wang. As if these incongruous adjuvants of nature were not enough, there are some who worship Yü Huang Shang Ti, or 'Pearly Emperor Supreme Ruler', and still others think they have warrant in offering sacrifice and worship to 'Sun Ta Sheng,' who is nothing more than an imaginary character in the novel known as 'Travels to the West.' Sun was originally a monkey hatched by a process of evolution out of a stone, but his exploits are so many and so striking, that the popular mind has settled on him as a suitable being to superintend the rain-fall. Yet his worship is apparently limited, and like that of all the divinites mentioned extremely irregular. The same village that worships the God of War now, may worship the Goddess of Mercy next time, perhaps on the principle of judicious rotation.

Besides all these, there is another and quite a different plan in extensive use throughout all this region. In the ancient but now ruined city of Nan Tan Hsien, (in Western Chihli) there is a temple on the premises of which there is a famous well, in which are a vast number of iron tablets. Whenever there is a scarcity of rain, it is almost always a last resort, after the district magistrate has made the rounds of all the temples in and about his city, to post off an official messenger to Han Tan Hsien—a journey of several days—to get an iron tablet out of the well. The messenger takes an iron tablet from the city whence he starts, on which is inscribed the date of the journey, and the name of the district which makes the petition, and on his arrival repairs to the Taoist temple where for a certain sum he is provided with an iron tablet taken from the well, into which the tablet now brought is thrown. On his return journey the messenger is supposed to eat nothing but bran, and to travel at the top of his speed day and night. His return is anxiously awaited. And now emerges a characteristic Chinese performance. The counties through which his route lies are not unlikely just as much in need of rain as the one which sends the messenger; the people of these districts not infrequently waylay the messenger temporarily, and 'borrow' his tablet, which is thus invested by the simple farmers, and the ceremony will take place there, instead of in the one to which it ought to belong. At first glance it certainly appears singular that so practical a people as the Chinese can put the least faith in mummeries of this sort, but the truth seems to be that very little actual faith is exercised, these performances only taking place in default of an acquaintance with the laws which govern the meteorology of the Empire. Besides this, the months in which the most resort is had to such performances are the fifth and the sixth, and these are the ones in which the rain-fall is due. As a limit of some ten days is generally set for the efficacy of these petitions, it is extremely likely that the term will be coincident with a fall of rain, which fall will be credited to the petition; whereas the failure of the petition is set down to some wholly different reason. An incident which recently occurred in one of the western counties of this province makes plain even to the most obtuse Chinese intellect, the inconveniences of a wrong theory of the universe.

A party of villagers with flags and a drum were on their way to a temple to pray for rain. They met a man leading a horse, on which was seated a married woman returning from one of the customary visits to her mother's family. She had a child in her arms, and the hired laborer leading the horse had on a wide straw hat. Now it is one of the eccentricities of the inaccurate views of those who pray for rain to non-existent monkeys and to garter-snakes, that they also entertain misconceptions as to the causes which hinder rain. Foreigners carrying umbrellas have been mobbed as the efficient cause of drought. The water-spouts of a new consulate in a treaty-port have been complained of as drawing off the moisture that was meant for the whole province. So in this case the big straw-hat of the rustic was resented as 'contra-indicated'—as the physicians say—by the rain-prayers. The peasant was roared at, and a long pike-staff was thrust into his hat, which was thrown from his head upon the horse, which being frightened pulled away, and plunged ahead. The woman could not keep her seat, first dropping her child which was dashed to the ground and killed. The woman's foot caught in a stirrup and she was dragged for a long distance and when the horse was at length stopped she too was dead. She was pregnant, so that in one moment three lives had been sacrificed. The hired man ran on a little way to the woman's home, told his story, and as the men of the family happened to be at home, they all seized whatever implements they could find and ran after the rain-prayers, with whom they fought a fierce battle, killing four or five of them outright. [illegible] the district yamen, and what became of it then, we have not heard.

Among the other eccentricities of rain-producing, is the borrowing of a god from one village for use in another. If he succeeds in getting rain he is taken back in honour; otherwise he is not unlikely to be left where he happened to be deposited when worshipped, the villagers—like a set of commissioners for educational examination—being solely influenced by 'results.' In other instances if the god does not show signs of appreciation of the need of rain, he may be taken out into the hot sun and left there to broil, as a hint to wake up and do his duty. A bunch of willows is thrust into his hand, because the willow is sensitive to the smallest moisture. It is a common saying in China that 'when the Floods wash away the temple of Lung Wang—the Dragon King—it is a case of not knowing one's own folks.' Yet this is what constantly happens in this Province. It is now about forty years since the Yellow River changed its course to its present one, taking the bed of a small stream known as the 'clear river' and bringing with the turbid torrent devastation and utter ruin. During more than an entire generation Central Shantung has been cursed with 'China's Sorrow,' and even when the course was altered again in 1888, the Government spent fabulous sums, and at last brought the stream back again into its former bed—a feat which few foreigners who saw the new channel thought it possible to execute. The next year the region was visited by a corps of Dutch engineers, who made an elaborate survey and published an exhaustive report, to which the Chinese Government paid no attention whatever. The plea at that time was lack of money, but the funds could have been had if the execution of the work had been put into foreign hands, than whom no more competent ones than the Dutch could have been found. But at the time when the Governor-General of the Yellow River—a title the humour of which is lost on the Chinese—memorialised the Throne on the necessity of employing foreign science for this otherwise hopeless task, his proposal was rebuked by the Empress-Dowager as 'premature and ostentatious.'

According to Chinese ideas the 'Three Harmonies' are 'Heaven, Earth, and Man.' All three of them are at present out of sorts with each other. What is imperatively needed is a reconciliation, but this can never be had until the Chinese come to a more accurate appreciation of the limits of the [illegible] and the triad. A new sea of mud would [illegible] make a new earth, and then the heaven would be found to be well enough as they are. In the course of ten years or so the water falls for the sake of all, and we are so much to be managed. But man must save how we owever it and until he does so, Heaven [illegible] will never be in right re[illegible]

ISSUE OF DOLLAR NOTES BY THE SHANGHAI MUNICIPALITY.

MEETING OF RATEPAYERS.

(Special Telegram to the 'CHINA MAIL.')

SHANGHAI, Nov. 20, 2.19 p.m.

A special meeting of the ratepayers has been called by seven members of the Municipal Council and many landrenters to authorise the issue of dollar notes by the municipality.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL.']

LONDON, 18th November, 1896.

GREAT BRITAIN AND KOREA.

Mr John Jordan has been gazetted Consul General for Seoul.

GERMANY.

In a debate in the Reichstag concerning duelling in the Army, the Minister for War, amidst protests, strongly defended the custom of duelling, which, he said, the honour of officers demands as a right of self defence, notably against insults from civilians.

WEATHER NOTICE.

The following notice is issued from the Observatory:—

On the 20th at 11.15. Barometric changes are slight. Pressure is in moderate excess over the Sea of Japan, in slight defect on the China Coast and normal in the South. Forecast:—moderate N. E. and E. winds; fine.

CRICKET.

RIFLE BRIGADE OFFICERS V. NAVY.

This match was played on the Club Cricket ground to-day, and resulted in a win for the Rifle Brigade by 61 runs. Captain Eccles by splendid cricket made a score of 98. Scores:—

OFFICERS OF THE RIFLE BRIGADE.

Capt. Ferguson, b Bonham Carter	0
J. H. Fareshor, c Pead, b Carter	7
C. Percival, b Shelford	15
Captain Eccles, b Shelford	98
S. E. Holland, b Shelford	0
Captain Baker Carr, c Pead, b Shelford	6
A. D. Boden, l.b.w. b Shipway	6
S. C. Long, c Pead, b Carter	18
R. Alexander, not out	19
G. Paley, c Shipway, b Carter	0
Captain Radcliffe, b Carter	4
Extras	4
Total	172

NAVY.

Lieut. J. V. Farie, b Alexander	18
Dr Pead, b Baker Carr	12
Lt. O. H. Bonham Carter, b Alexander	27
Lt. Arbuthnot, b Alexander	11
Capt. Mercer, b do.	6
J. M. Steele, b do.	11
H. C. S. Rawson, b Thresher	0
Lt. Shelford, b do.	1
—Bennett, b Alexander	1
V. H. Gascoigne, b Eccles	6
H. S. Shipway, not out	9
Extras	0
Total	111

SUPREME COURT.

IN CRIMINAL SESSIONS.

(Before His Honour J. W. Carrington, Chief Justice.)

Friday, Nov. 20.

ILLEGAL DETENTION.

The hearing of the charge against Lai Sui, described as a brothel-keeper, was continued to-day.

Hon. H. E. Pollock, Acting Attorney General, (instructed by Mr A. B. Johnson) conducted the case for the Crown; Mr E. Robinson (instructed by Mr K. W. Mounsey) represented the prisoner.

The following jurors were sworn:—Messrs A. Lee, L. Buindosque, A. A. H. Botelho, W. Boffey, G. J. Sequeira, A. M. Marshall, and G. R. Stevens.

Mr Robinson contended that the prisoner was not the keeper of the brothel, and that he was only the paramour of the woman who kept the house, and that he was not thereby liable.

MAJOR CARRINGTON AND THE VOLUNTEERS.

Yesterday afternoon the Commandant's parade of the Hongkong Volunteers took place at headquarters. This was the first parade since Major Carrington's appointment as Commandant and there was an exceedingly good muster of men. At the conclusion of the drill the Commandant addressed the Corps and made a most excellent speech. He spoke of the great honour which the Governor had conferred upon him by appointing him Commandant of the Corps and said that he accepted the position with much diffidence, because he followed a most distinguished soldier (Major Pemberton) and he himself was 'only a civilian.' He was not thoroughly acquainted with the gun drill, but from what he had seen that afternoon he was sure that the men themselves were efficient. He pointed out that the Corps was not yet up to its full strength, the Maxim Gun Company being very much under its proper strength, and he hoped that members of both units would do their best to increase the number, as he was certain there was plenty of good sound material in the colony. He occupied an official position and of course, as was the case with every one, ordinary work had to be performed before volunteer duties, but he was determined to give preference to volunteer work over amusements or any other engagement whatever, and this was the spirit which he hoped would be shown by every volunteer in the colony. The volunteers were really amateur soldiers, but in Hongkong they were brought so very closely in touch with the regulars that they had greater facilities than most volunteers elsewhere for displaying their martial qualities. He would take good care at all times to consult the adjutant and officers of the Corps in order that there should be no friction of any kind and no conflict of feeling amongst the men. He sincerely trusted and believed that the officers and men would give him every assistance in rendering the welfare of the Corps. 'On parade, concluded the Commandant, 'we are officers, non-commissioned officers, and men; off parade we are comrades and, I truly hope, friends.' The Commandant then dismissed the Corps.—*Daily Press.*

PATENT MUSIC boxes, Violins (the models), Mandolines, and Strings of all kinds. W. Robinson & Co.

DOCTOR—To the best of my judgment you are suffering from pneumonia. Patient—I know it. I get in the cellar feeling with the gas meter.

'THE DORIC SHIMBUN.'

It is not an uncommon thing for the passengers on board steamer to relieve the monotony of a voyage by dabbling in journalism. The passengers by the O. & O. steamer *Doric* seem to have gathered together some lively jokes and 'chaff' on her last trip; and the profusely-illustrated magazine entitled 'The Doric Shimbun,' just to hand, is the result. It is published at San Francisco on September 30, and is excellently got up and exceedingly well printed. The illustrations on the cover comprise a dozen photographic views showing different features of the good ship *Doric*. Of course the comical element predominates the other sketches, and the fun is naturally very local in its application. The editorial staff is set out as follows:—Burton O. Squier, George Frederic Clark, Miss Minerva Hennessey, Miss Belle Smith, Jesse Piver (caricaturist). Bob Shewan (sporting editor). We take a few cuttings from our ephemeral contemporary:—

We have been to Honolulu and we are hers. If we could only live there we would abandon journalism and hard work. Clothing is a minor consideration, and when a fellow gets hungry all he has to do is to go out in the back yard, shin up a banana bush and eat his fill. It makes us sad to think of the lot of money we have spent for clothing and food, and we are going back to Honolulu to stay.

Noah said that a man who would go to sea for pleasure would go to hell for pastime. We do not agree with this ancient pilot of a floating menagerie. Our trip has been so pleasant as to leave sincere regret with each passenger that it must end so soon. Sixteen days of smooth seas, without the racks on the table, abundance of food, cooked to suit epicures, and pies, oh! those pies: they melt in your mouth; bowling, cricket, shuffleboard, quoits, chess, cards, sports, tank swimming, concerts,—all that we could do on shore; solid comfort and good-natured fun ruling each day; in short, any passenger who hasn't thoroughly enjoyed this trip must have a disposition that will sour fresh milk.

And the officers,—God bless 'em. There is not an Atlantic liner that has a better crowd of fellows. From jovial Tarry Pocahontas Smith to sturdy Jack Tar, the quartermaster, they are jovial, entertaining and accommodating. A single look into Cap's strong, kind face makes you want to tie to him for a friend. A hardier, manlier sailor than Chief Officer Hambleton don't exist. If an emergency ever arose that required a cool head and a courageous hand, we know the Chief would be a safe second for the 'Doric's' skipper. And Purser Niswander, that always dapper and well-groomed young man, has won his way to the heart of each passenger by the splendid show he daily gives us with lavish hand.

Dear old Father Allen, what can we say of him but what every one knows,—an entertaining story-teller from a vast fund of experience, an old sea dog with a merry eye, and Santa Claus whiskers, and a big kind, generous heart.

As for Doc. Chapman it would be a pleasure to get sick so one could see his jolly face often, and listen to his slow, quiet humor. And Freight Clerk Jesse Piver, vigorous in body and always in for sports, with a strong and original mind, and ability as an artist that will make a place for him as a leading cartoonist. Keep at it, Jack, and we will hear of you in the not distant future.

The passengers are just a little the best lot we ever traveled with, and the only sorrow that we have had on this voyage is that such congenial people must separate soon, perhaps never to meet again; for we are sure that both worlds will be represented by them.

We congratulate our staff on strict truth shining from every page of the *Shimbun*, and on the solemn and elevating thoughts that crowd upon each other, and remind our dear readers that the editor carries a gun and is a dead shot.

Among the 'Nonsense Rhymes' are the following:—

There was a young man named Shewan,
Who for years in the heat was stewin'.
The town was Hongkong,
But he left it ere long,
And now he is far from a 'ruin.'

There was a brave captain named Smith,
Who thought the sea-serpent a myth,
Till he met him one night,
When that animal tight
Shouted, 'Take it neat, Captain, or with?'

There was a young woman named Hennessey,
Who went on a visit to Tennessee,
Where her beauty so rare
Made the other girls swear,
And sent them all into a 'frenesie.'

The 'Farewell' paragraph is worth quoting, and many will see a pathetic touch in the unwitting reference to the late Captain of the *Gaelic*:—

SAYONARA.—(*From the Sporting Editor.*) And now farewell, or, as our Japanese friends say, 'Must it be so?' The curtain has fallen, and our little play is over. Our journey to the Golden Gate, like everything else in this world, has come to an end, and there only remains for us to say that saddest of all sad words, 'Good-bye,' and go.

Farewell Captain Smith, good seaman, skillful navigator, and best of entertainers; farewell Chief Allen, greatest of Manxmen; farewell Mr Hambleton, champion of ginger beer and soda water drinkers; farewell Doctor Chapman, most attentive of surgeons, whose skill relieved the writer from dreadful agony; farewell Purser Niswander, proud possessor of a boy who knows how to make cocktails; and farewell to Piver, the Knight of the Pen, whose freight lists are things of beauty and whose pictures speak for themselves.

Farewell also to our little merry meetings in the smoking room, the library and the saloon, to our concerts and our cocktail clubs, our dances and our games, and last, but not least, farewell to the good ship *Doric*. Of her we can, of the other ships of this line we cannot, speak, but if the

Coptic, Captain Sealby,
Gaelic, Captain Pearne,
Belgic, Captain Ringer,

come near to the *Doric* and her Commander, Captain Smith, we can only say that its competitors will have hard work indeed to beat the O. & O. line.

W. ROBINSON & Co., Piano and Musical Instrument specialists and experts. Workshops and Factory, Duddell St.; Show Rooms Queen's Road Central.

LITTLE BOY—Our cat has gone away, and I'm awful glad. Now mamma will have to make the cake, and mamma makes a lemon nasty. Gran—Well, I declare! Do you prefer heavy cake? Little Boy—Yes sir. Kyd get more stawvin in cat place.

ENGLAND'S COMMERCIAL RIVALS IN THE FAR EAST.

The Russian ambition to obtain an outlet for the Trans-Siberian Railway on the Liao Tung Peninsula has been scotched—finally, let us hope—by the refusal of the Chinese Government to permit the construction of a branch line through Southern Manchuria to Talienwan. The Celestials appear to have bethought them, *apropos* of that last accommodation, that men who come with gifts usually want something in return; and as a result of this reflection, which forced itself upon their attention ere yet it was too late, the Russians are left to moralise upon benefits forgot. But they have secured something. Sanction has been given for the construction of the great railway across the northern portion of the great Manchurian province, whereby a short cut will be obtained to Wladiwostock; and the east and the west of the Russian Empire will consequently be joined by a railway line sooner than was originally anticipated. In view, we suppose, of the approaching completion of the last railway undertaking, it has been finally decided to convert Wladiwostock into a commercial port, and by virtue of this decision it is safe to say that we are destined to hear more of Russia as a commercial rival in the Far East. It may be that the rivalry will never become so serious as that of others already on the spot; still, it promises to be a force with which we shall have to reckon, and no one, probably, needs to be told that the competition is already very severe, and that, though we are an easy first in the trade of that part of the world, our progress is not so great as that of more than one of our rivals, while in some specified directions we are retrogressing rather than advancing. It has long been an aim of Russia to have a proper commercial outlet on the Pacific, where the trade possibilities are almost incalculable, and there can be no doubt, we think, that the commercial side of the Trans-Siberian Railway has all along appealed to the projectors with almost as much force as the strategic aspect.

With the completion of the railway Russia will be enabled to establish, with better prospect of success than is at present possible, trade relations with Korea and China, as well as Japan, and, it may be, the Philippines, though the cost of transit across the Continent from the manufacturing districts may be expected even under a preferential rate system, to militate powerfully against any abnormal development. All the same, it will permit of a fairly large trade in certain directions, and it must be remembered, too, the running of the line through Northern Manchuria will open up to Europeans what is virtually a new market, which, thanks to their privilege, the Russians will be enabled to enjoy to the full. The ultimate justification of the railway, regarded from the commercial side, must, of course, depend upon the settlement of Siberia in the vicinity of the line and upon the development of the resources of the country, more even than upon the extension of trade along the Asiatic side of the Pacific. But even with the encouragement that is being given to *bonâ fide* settlers, the peopling of this great tract of country, the opening out of mines, and the spread of agriculture and manufactures cannot be accomplished all at once. On the other hand, this movement will begin to tell from the day the railway is opened throughout its length, however long it may be before it attains its maximum force; and, therefore, by virtue of the inducements comprehended in its conversion into a commercial port, Wladiwostock will soon become a centre of distribution for Russian manufactures of all sorts instead of being, what it is now, a mere depôt for the receipt of provisions and *matériel* for the use of the garrison and the workers on the railway.

Meantime Japan is spreading its network of commerce all over the Eastern Seas. Much misconception exists as to the real character of Japanese competition in the markets of British India, Hongkong, and China, Corea, Australia and British Columbia. In all these countries they have obtained a footing from which it will not be possible to displace them, because for the most part they have set themselves out to meet a particular demand which nobody before them thought it worth while to meet, or because by virtue of their convenient location, coupled with equal proficiency in the arts and a low rate of wages, they are enabled to undersell their rivals.

It remains, after all, that at present Japan is not our greatest rival in the East. There are others, greater. Germany and the United States are much more powerful, and the measure of their progress throughout the East is fairly well indicated by their relative progress in Japan itself. We know that America, Germany and France are improving their trade with China, and it is they, between them, who have taken what we have lost there, and in the other countries concerned. Those rivals aim at supplying the same demand that we supply, and their competition is therefore more direct and of more immediate consequence.

The most serious consideration for us in connection with the rivalry of Eastern manufactures, in textiles, metals and so on, lies in the prospect of their entering into direct competition with our wards, and invading the domains hitherto sacred to Europeans, and especially to ourselves. Their efforts in this particular have hitherto been of an experimental and tentative character, but the result had been such as to give rise to the fear that they may succeed before long. In the meantime our supremacy is threatened from other directions, and it behoves Englishmen, therefore, to devote the most sedulous attention to the Far Eastern market, which is capable of much expansion and much profit if properly cultivated.—*Pall Mall Gazette.*

THE *Toronto Mail* reports that Sir Henry Joly will visit China and Japan next year as a commissioner with a view to the encouragement of trade with Canada.

SHE—The bicycle is supplanting the horse. He—Yes, and to some extent the ballot.

Two Phases.—'Pop, what is inertia?' 'Well, if I have it, it is pure laziness, but if your mother has it, it is nervous prostration.'

'UNCLE Simon, what is living it down?' 'Well, it is doing something mean and then hanging round until everybody who knows about it is dead.'

TIRED Horse—The idea! I never expected to see you going about with your hair bleached. Second Horse—Had to come to it. The woman who drives me has gone in for the new fashion of having her hair dyed red.

'No, sah,' said the Colonel, 'I never go hunting, sah. It is cruelty.' 'But you fish, Colonel. Isn't that cruelty, too?' 'What is a fish?' asked the Colonel, in stormy tones. 'A creature that has its existence entirely in water, sah.'

'Do you know young Jim,' said the coquettish widow on the road to perdition? 'I don't know, uncle,' replied the startled youth; 'if I am, how does it happen that I know you?' 'Because I am going in the opposite direction,' replied the uncle.

A VENERABLE DELUSION.

There are some popular fables which survive all argument, all clear reasoning, all bitter ridicule, all modern education and business commonsense, and still flourish defiantly as a rebuke to the self-esteem of human intellect. In mentioning them now, we are not inspired by the hope of putting an end to them, but only by the desire to amuse ourselves and injury nobody. 'It is said on good authority that if the money that is spent in the United States every year for rum was divided among the population,' says the total-abstinence enthusiast, 'it would give each person $350.' And on the strength of statements like this, thousands of people honestly believe that there would be $350 more than there is at present for each person, and that the $350 would not need to come from anywhere, would not involve a loss anywhere, but would create itself out of nothing. Similarly, it is often alleged that if people would spend less on smoking, or drinking, or gambling, or dress, or any item of luxury, there would be so much the more poverty relieved, so much the more misery and suffering ameliorated. It is fudge. The spending of money is the best antidote to distress, the best relief of misery, for the money circulates the quicker, and its utility is increased. If the pious twaddlers could prevail on people to cease spending money on rum, there would at once be created a vast amount of distress among honest and innocent labourers—growers of cane, refiners of sugar, boatmen on the rivers in sugar districts, and a simply incalculable host of other deserving toilers, without coming to consider the actual rum-dealers, who no doubt ought to go direct to hell, and if there is no hell there ought to be one for the special benefit of rum-dealers, according to the gentle philanthropists. In the same way, it is easy to calculate in fabulous figures as the Anti-Tobacco League does, that so many million pounds sterling are spent every day on tobacco in some form or other—true enough, so far—and that if tobacco could be abolished, all those million pounds sterling would be available for charitable purposes—which is just where the fallacy is. Those millions would not exist, for they are nothing else but the representation of a transaction, or a string of transactions, and if the transactions cease to take place, so much the worse for the world. There are whole nations which live on the tobacco trade; Cuba and the Philippines especially live on hardly anything else but the sugar and tobacco trades; and a decrease in the consumption of these would mean a decrease in the prosperity of the people, would drive them to grow something else, compete with somebody else, bring somebody else to starvation. In fact, if the 'total-abstinence' argument could be put in practice, nobody would spend money on anything; and then nobody would be able to live. This is a lesson which the Japanese would do well to study. They have had a number of disasters this year, and if they had not, there would still have been a gradual intensifying of the struggle for existence. In consequence, there have been many movements for the discouragement of luxury. Especially in regard to the tidal wave relief funds, people have agreed to do without some luxury or other; in one district, silk was not to be worn; in another, saké was not to be drunk; in another, banquets were not to be held. It is all very well for the tidal wave sufferers, but it only means shifting the distress to the silk cultivators, the saké distillers, the confectioners, and so on. This effect is of course not directly noticeable, for the loss is general instead of being individual; but it is also cumulative, and at the present rate of progress it seems likely that there may be a good deal of trouble in Japan from this cause. There is a tendency to dispense with luxuries, and unless the tendency is counter-balanced it must follow that the industries concerned must suffer.—*Kobe Chronicle.*

NEWS BY THE TACOMA MAIL.

CANADIAN PACIFIC STRIKE SETTLED.

Montreal, Que., Oct. 7.—The operators' strike on the Canadian Pacific railway is over. The strikers, with the exception of those who committed acts of violence, are to be reinstated. The exact terms of the settlement are not known yet.

Peoria, Ill., Oct. 7.—J. R. T. Auston received a telegram at noon to-day from Canada as follows:

'The strike on the Canadian Pacific was declared off at 3 a.m. to-day. A settlement was arrived at through a board of conciliation. The company agrees that all men be taken back except those guilty of destroying property or criminally jeopardizing life. It also agrees to recognize the O. R. T. and its members. The question of rules and salaries is to be taken up by the telegraphers and the five general superintendents of the system. The management gives assurance that justice will be done to all. It is understood also that no striker is to be prosecuted.'

The O. R. T. regards this as a material victory and recognition of the order by the Canadian Pacific company, and it is believed will undoubtedly result in dispatchers and telegraphers securing a contract governing their rules and pay.

St. Paul, Oct. 7.—A Winnipeg special to the *Dispatch* says that a hitch has occurred there in the settlement of the telegraphers' strike. The company refuses to take back men who have committed grave acts and a difficulty has arisen over what constitutes a grave act. The company's definition is such strikers as refused to accept and sent to head-quarters for instructions. They claim none of the men are guilty of grave acts and all must be taken back without prejudice. There the matter rested at noon. Chief Telegrapher Pierson claims the members have received full recognition and the company has gained its point by compelling the men to air their grievances before the division superintendents before going to the management.

Winnipeg, Oct. 15.—The night agent of the Canadian Pacific railroad at Oak Station, it is alleged, disappeared last night with an express package containing $3000 of the Dominion Express company's funds. His name is C. C. Condon and he came here from Chicago a few weeks ago to secure a position during the operators' strike. A large reward is offered for Condon's arrest.

AMERICAN MINERS IN COREA.

San Francisco, Oct. 13.—News has been received from the first party of American miners who departed for the gold mines of Korea. It comes in the form of a private letter from James A. Duff, the general superintendent of the American Trading Company, which has a 25 years' concession to work a group of gold mines in that barbarous kingdom. Duff writes that he and his brother had arrived in safety at their destination. The letter was dated in the latter part of August, at which time the weather was so delightful as to lead the old Nevada and California miners to declare the climate unsurpassed in the world.

No trouble had been experienced from the natives, though about 2000 of them had been gathering 'the mines previous to the arrival of the whites. Their peaceableness is accounted for in part by the fact that Mr Ragsdale, one of the engineers, has a Chinese wife, who is a superior woman, being in addition to a linguist of rare ability, possessed of great diplomatic skill. There had been some depredations by the natives, but when Duff arrived on the scene he found that the local magistrates had acted, thereby showing that the friendly co-operation of the Korean authorities could be depended upon.

The lodges are spoken of as being very promising and a 10-stamp mill belonging to the king was being put in position. A dwelling was also being erected for the Americans. They were obliged to send to Yokohama for the windows and doors, but the question of the lumber supply for timbering the mines was left untouched. It is the intention to use the Koreans in the neighborhood as miners under white engineers and superintendents. The next mail, it is thought, will bring more details as to the work and prospects.

HORRORS OF THE SEA.

Philadelphia, October 14.—The British steamer *Evelyn*, Captain Horner, from Huelva, Spain, anchored in the Delaware river this morning, having on board the almost lifeless bodies of nine seamen, the crew of the Norwegian bark *Luise*, which were picked up at sea after being adrift without food or water for nine days.

The *Luise*, in command of Captain Anderson, left Mobile August 17 for Rosario with a full cargo of lumber. She experienced the September hurricanes and was badly disabled. Her condition became so bad that all hands had to leave her in two small boats, and until the *Evelyn* hove in sight they had not seen a vessel for nine days. They could not have lasted another night.

Captain Anderson gives the following account of their terrible experience:

'The hurricane struck us September 7. On the 9th we sighted a ship, named the *Marshall*, right ahead, plunging hopelessly in a heavy sea. Drawing closer we saw people on the ship frantically waving to us and we endeavored to get near enough to launch boats. Two men with Mate Tallaksen, at the risk of their lives, after we ran to the lee of the wreck, went over the side of the boat and took off a load of the Marshall's crew. Four trips were made and the entire crew was saved. The Marshall hailed from Digby, Nova Scotia, and was loaded with pitch pine. She had sailed from Savannah, Ga., and was bound for Santos, Brazil.

'We set sail for the Bermudas to land them and on September 17th did so and proceeded on our way. The wind continued light and calm until Wednesday, September 23, when in a stiff breeze the *Luise* sprang a leak. I ordered both pumps manned and the crew worked heroically but the water gained rapidly. We abandoned the *Luise* at noon, September 25. The boats were provisioned and we had water, but the heavy sea continually kept the boats about half full. The clothing and all our belongings were thrown overboard to lighten the boats. I put the men on short allowance and dealt out the water twice a day. Finally I reduced them to one small drink a day. It was pitiful to hear the men begging for water, but I could not give it to them, for our sole salvation rested on this little water. The men were covered with salt water boils and finally two, Hansen and Thebau, showed symptoms of insanity. We had all we could do to prevent them killing their mates or throwing themselves out of the boat.

Captain Horner, of the *Evelyn*, at midnight, Saturday, October 3, sighted two boats manned by a crew of half crazy sailors. These were the shipwrecked crew of the *Luise*.

'Two boats were swamped trying to reach them,' said Captain Horner, 'and I brought the steamer under lee of the castaways, and although the *Evelyn* was rolling heavily, managed to get the sailors on board. Two were almost crazy and all presented the most pitiful sight. We got them warm clothing and hot coffee, made them comfortable and soon had them all right.'

THE LONGEST SURVEY.

Washington, D. C., Oct. 16.—The coast and geodetic survey has just concluded its labors in the field upon the most stupendous geodetic survey ever undertaken in any country, and which gives to the United States the longest base line upon which to establish subsequent surveys in existence in the world. It is known as the transcontinental arc and lies along the thirty-ninth parallel of latitude, extending from ocean to ocean. Its eastern end is at a point on the Atlantic 10 miles south of Little Egg island lighthouse below Cape May, and its western end is six miles north of Punta Arenas lighthouse on the Pacific near San Francisco.

By the measurements made on the line, and which have been aggregated in the office here, the arcuat sea level for the entire distance, that is following the curvature of the earth's surface, is 2625.8 miles in length. The establishment of the radius of the thirty-ninth parallel from those measurements is a matter for future calculation.

The vastness of the work just accomplished cannot be appreciated by the unscientific mind. It was inaugurated by the survey nearly, if not quite half a century ago. Progress upon it has been spasmodic, but some work was done every year since the beginning. It has cost the government about $1,000,000, but the expenditure is said by the officials to be fully justified by the importance of the project.

SPAIN PREPARING TO GIVE UP CUBA.

New York, Oct. 15.—A special to the *Herald* from Cadiz, Spain, says:

If Spain has not put down the insurrection in Cuba by the first of March, it is the intention of the government to give up the struggle and let the island go.

The significance of this statement, coming direct from an officer of rank in the Spanish army within a week, must certainly be regarded as of no little importance. The above determination is an open secret among those who are close to the government, and it is said that the policy is being adopted of exaggerating the magnitude of the trouble in the Philippine islands with a view to preparing the people for the ultimate design of letting Cuba go.

By way of further corroboration of his estimate of the situation it may be remarked that while Spain is sending more than 200,000 troops to Cuba, who are in the main very young and undisciplined, she is carefully keeping her 80,000 well disciplined and efficient soldiers who may be available in case of an outbreak at home. She is also keeping in Spanish waters 12 warships which are ready for sea, and which could be of great service in Cuban waters in aiding the United States in that police work which she now asks that country to do for her.

W. G. Foster, manager of the Eastern Telegraph company here, speaking of the situation said:

'There is no question that the government is trying to use the Philippine island trouble to distract the people's attention from Cuba. There is no doubt that Spain intends to her utmost to crush the Cuban insurrection between now and March. Failing in that, I am informed she will give up the struggle.'

NEW PIANO and Organ Repairing Material and Machinery just to hand; also the latest Music. W. Robinson & Co.

MR YOUNGMAN (after long thought)—Is there any way to find out what a woman thinks of you? Young Bright—Mr President (blushingly)—I'm sure it can.

To Let.

TO LET.

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"HARFORD," at MAGAZINE GAP.
"THE KENNELS," at MAGAZINE GAP.
A FLOOR in BLUE BUILDINGS.
'EARNSFOOT' AND 'RAVENSHILL' EAST and WEST.
GODOWNS in BLUE BUILDINGS.
No. 3, VICTORIA VIEW, KOWLOON.

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THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, November 18, 1896. 2185

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5-ROOMED BUNGALOW 'RHEDA,' BONHAM ROAD.
Apply to
CHINA MERCHANTS' S. N. Co., *No. 22, Praya West.*
Hongkong, June 8, 1896. 1177

TO LET.

NOS. 2 and 3, STEWART TERRACE —(THE PEAK).
Apply to
J. W. NOBLE.
Hongkong, August 28, 1896. 1742

Intimations.

AN EFFECTUAL STOP
IS PUT TO ALL ANXIETY
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THE NEW GUARANTEED CASH VALUE POLICY
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'EQUITABLE.'

This Policy provides three things; (1) Protection for the family; (2) Provision for the assured's later years; (3) A valuable investment.

When three annual premiums have been paid the policy acquires yearly thereafter three distinct GUARANTEED values in (1) paid-up assurance; (2) Cash; (3) Loan at 5 per cent.

This policy is pronounced by experienced men of business to be the best and most liberal contract of life assurance ever issued; and it is offered by an office having the splendid SURPLUS of £3,500,000 sterling to support its GUARANTEES.

Full Particulars and Illustrations from the GENERAL AGENTS,
SHEWAN, TOMES & CO.,
or
J. T. HAMILTON,
Manager for the East.
Hongkong, October 27, 1896. 2167

Kinghorn & Macdonald,
Consulting Mechanical Engineers and Surveyors,
CONTRACTORS FOR THE SUPPLY OF ALL KINDS OF MACHINERY AND APPLIANCES.

SPECIFICATIONS, DESIGNS and DRAWINGS prepared for all Classes of STEAMSHIPS, MACHINERY and BOILERS.
New Work and Repairs supervised. Surveys undertaken and Reports prepared.

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Postal Address, 17 Praya Central.
JOHN W. KINGHORN, *M.I.M.E., M.I.Mech.-E., London.*
DONALD MACDONALD.
Hongkong, November 5, 1896. 2233

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(Under English Management and Rules.)
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Principals ..... { Mrs. ROWE. Miss BOWTER.

ASSISTED by an efficient Staff of Teachers holding certificates from Cambridge, Kensington, Trinity College and International College of Music, London; 1st Class Exhibition Medals for Painting in Oils and Watercolours and Needlework.

Kobe has been chosen for the establishment of our "*High School for European Children*" on account of its healthy invigorating atmosphere, and its peculiar suitability of climate for delicate children.
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HAYASHI CLOCK FACTORY, ,,
Hongkong, July 6, 1896. 1373

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Shipping.

Steamers.

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship *Teucer*, Captain RILEY, will be despatched as above TO-MORROW, the 21st Instant, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, *Agents.*
Hongkong, November 20, 1896. 2233

NIPPON YUSEN KAISHA.
JAPAN-BOMBAY LINE.
MONTHLY SERVICE.
(Under Mail Contract).
FOR SINGAPORE, COLOMBO AND BOMBAY.
(Calling at TUTICORIN *on the Homeward Voyage.)*

The Co.'s Steamship *Miike Maru*, Captain will be despatched for the above Ports on SATURDAY, the 21st Instant, at 4 p.m.
For Freight or Passage, apply to
NIPPON YUSSEN KAISHA.
Hongkong, November 10, 1896. 2261

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS *and taking through Cargo to* ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

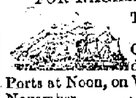
The Steamship *Menmuir*, Captain CRAIG, will be despatched for the above Ports on WEDNESDAY, the 25th Instant, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures a plentiful supply of Fresh Provisions, Ice, &c., throughout the voyage.

A duly qualified Surgeon is carried.

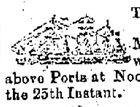
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., *Agents.*
Hongkong, November 17, 1896. 2316

'WARRACK' LINE OF STEAMERS.
FOR NAGASAKI AND KOBE.



The Steamship *Cromarty*, Captain DUNCAN, will be despatched for the above Ports at Noon, on WEDNESDAY, the 25th November.
For Freight or Passage, apply to
DODWELL, CARLILL & Co., *Agents.*
Hongkong, November 18, 1896. 2326

MILBURN LINE OF STEAMERS.
FOR NAGASAKI, KOBE AND YOKOHAMA.



The Steamship *Port Adelaide*, MORGAN, Commander, will be despatched for the above Ports at Noon, on WEDNESDAY, the 25th Instant.
For Freight or Passage, apply to
DODWELL, CARLILL & Co., *Agents.*
Hongkong, November 16, 1896. 2296

CHINA NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, SAMARANG AND SOURABAYA.

The Co.'s Steamship *Shantung*, Captain FRAMPTON, will be despatched as above on WEDNESDAY, the 25th Instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, *Agents.*
Hongkong, November 18, 1896. 2331

~~FOR NEW YORK *VIA* SUEZ CANAL.~~
TO FOLLOW THE S.S. *Ashton.*

The Steamship *Cleverhill*, Captain L. WIGLEY, will be despatched for the above Port on or about the 27th November, instead of as previously advertised.
For Freight or Passage, apply to
SHEWAN, TOMES & Co., *Agents.*
Hongkong, November 16, 1896. 2189

OCEAN STEAMSHIP COMPANY.
FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship *Ulysses*, Captain BROWN, will be despatched as above on SATURDAY, the 5th December.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, *Agents.*
Hongkong, November 18, 1896. 2332

NIPPON YUSEN KAISHA.
JAPAN-EUROPE LINE.
MONTHLY SERVICE.
FOR SINGAPORE, COLOMBO, PORT SAID, MARSEILLES, LONDON & ANTWERP.

The Co.'s Steamship *Yamaguchi Maru*, Captain ALLEN, will be despatched for the above Ports on FRIDAY, the 11th December, at Noon.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, November 10, 1896. 2260

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

CLAN MACFARLANE, British ship, Captain John H. Templeton.—Government.

EL CAPITAN, American ship, Captain Carver—Siemssen & Co.

FORT STUART, British ship, Captain Vaughan—Standard Oil Co.

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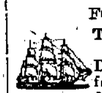
FOR BALTIMORE.

The 3/3 *A.I.I.* American Ship *El Capitan*, Captain CARVER, shortly expected, will load here for the above Port and will have quick despatch.
For Freight, apply to
SIEMSSEN & Co.
Hongkong, October 17, 1896. 2099

FOR NEW YORK.

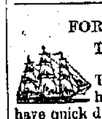


The 3/3 *A.I.I.* American Ship *Saint Mark*, DUDLEY, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.
Hongkong, August 28, 1896. 1741

FOR NEW YORK.

The 3/3 *A.I.I.* 3/m Amer. Ship *William H. Smith*, WILSON, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.
Hongkong, October 10, 1896. 2114

FOR SAN FRANCISCO.



The 100 *A.I.* British Ship *Clan Macfarlane*, TEMPLETON, Master, will load here for the above Port, and will have quick despatch.
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SHEWAN, TOMES & Co.
Hongkong, October 9, 1896. 2034

Mails.

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Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *RAVENNA*, Captain E. STREET, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 3rd December, at Noon, taking Passengers and Cargo for the above Ports.

(This Steamer connects at Bombay with the Steamship *CARTHAGE*, leaving that Port on the 26th DECEMBER, for LONDON Direct).

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *via* Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE, *Superintendent.*
P. & O. S. N. Co.'s Office.
Hongkong, November 19, 1896. 2338

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HONGKONG TO LONDON, $400.
Excellent accommodation. First class Table. DOCTOR and STEWARDESS carried.
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The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA, $225.
Rates of Passage to other Points on application.
Special rates allowed to members of Government Service.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

Tacoma	2,549	Tuesday.	Dec. 8.
Victoria	3,167	Tuesday.	Dec. 29.
Olympia	2,608	Tuesday.	Jan. 19.
Braemar	3,601	Tuesday.	Feb. 9.
Tacoma	2,549	Tuesday.	Mar. 2.

THE Steamship *TACOMA*, Captain T. A. WHISTLER, R.N.R., sailing at Noon, on TUESDAY, the 8th December, will proceed to VICTORIA (B.C.), and TACOMA (Wash.), *via* SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate, and *one copy must be sent forward by the steamer* to the care of The Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to
DODWELL, CARLILL & Co., *General Agents.*
Hongkong, November 18, 1896. 2327

Mails.

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belgic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and H'lulu)	TUESDAY, Nov. 24, at noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and H'lulu)	THURSDAY, Dec. 10, at noon.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama)	TUESDAY, Dec. 29, at noon.

THE Steamship *BELGIC* will be despatched for SAN FRANCISCO, *viâ* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 24th November, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.
J. S. VAN BUREN, *Agent.*
Hongkong, November 5, 1896. 2226

U. S. Mail Line.
PACIFIC MAIL STEAMSHIP COMPANY.
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Peru (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama)	WEDNESDAY, Dec. 2, at noon.
City of Rio de Janeiro (via S'hai, N'saki, Kobe, Inland Sea, Y'hama & H'lulu).	SATURDAY, Dec. 19, at noon.
City of Peking (via S'hai, N'saki, Kobe, Inland Sea, Yokohama & Honolulu)	THURSDAY, Jan. 7, 1897, at noon.

THE U.S. Mail Steamship *PERU* will be despatched for SAN FRANCISCO, *viâ* SHANGHAI, NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on THURSDAY, 2nd December, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, *viâ* Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelope, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.
J. S. VAN BUREN, *Agent.*
Hongkong, November 14, 1896. 2224

Mails.

NORDDEUTSCHER LLOYD.
NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

Sachsen	Tuesday	December 8.
Bayern	Tuesday	January 5.
Prinz Heinrich ...	Tuesday	February 2.
Preussen	Tuesday	March 2.

ON TUESDAY, the 8th day of December, 1896, at 9 a.m., the Company's S.S. *SACHSEN*, Captain H. SIEMER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, *calling at* NAPLES and GENOA.

Shipping Orders will be granted till Noon, on SATURDAY, the 5th December. Cargo and Specie will be received on board until 5 p.m., on MONDAY, the 7th December, and Parcels will be received (at the Agency's Office) until Noon, on MONDAY, the 7th December. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co., *Agents.*
Hongkong, November 14, 1896. 2299

JAVA-CHINA-JAPAN LINE OF STEAMERS.
UNDER MANAGEMENT OF THE
ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

PROPOSED SAILINGS.
(SUBJECT TO ALTERATIONS).
JAVA-HONGKONG-YOKOHAMA-KOBE-AMOY-HONGKONG-SINGAPORE-JAVA.

FROM HONGKONG TO JAVA.
S.S. *Federation* .....November.
S.S. *Germania* .....December.

TO JAPAN.
S.S. *Germania* .....November.
S.S. *Castor* .....December.

General Agents for China & Japan:
LAUTS, WEGENER & Co.
Hongkong, October 31, 1896. 2194

Notices to Consignees.

GLEN LINE OF STEAM PACKETS.
FROM MIDDLESBORO, LONDON AND STRAITS.

THE Steamship *Glengarry* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN Co., LTD., at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON TO-DAY.

Cargo remaining undelivered after the 25th Instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 2nd Prox., otherwise they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th Instant, at 11 a.m.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., *Agents.*
Hongkong, November 18, 1896. 2324

STEAMSHIP *GLENARTNEY.*

CONSIGNEES of Cargo Shipped in MIDDLESBORO AND LONDON by the above named Steamer, for Hongkong, are hereby informed that a portion of their shipments has arrived by the S.S. *Glengarry.*

These Goods are being landed at Consignees' risk into Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN Co., LD., at Kowloon, whence delivery may be obtained after the Average Bond, which is lying in our Office, has been signed.

Cargo remaining undelivered after the 25th Instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to sign the Average Bond and to send in their Bills of Lading for countersignature.

JARDINE, MATHESON & Co., *Agents.*
Hongkong, November 18, 1896. 2323

NOTICE TO CONSIGNEES.
S.S. *CITY OF DUNDEE,*
FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN COMPANY, at Kowloon, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th Inst. will be subject to rent.

All Claims against the Steamer must be presented at the Undersigned on or before the 24th Inst., or they will not be recognised.

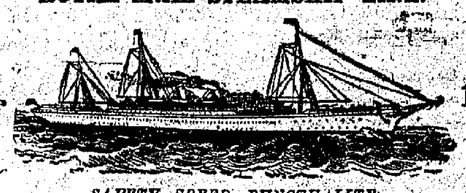
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th Inst., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL, CARLILL & Co., *Agents.*
Hongkong, November 16, 1896. 2325

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1896.  1896.

SAFETY—SPEED—PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, *VIA* CANADA AND THE UNITED STATES.
(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF INDIA....Comdr. O. P. MARSHALL, R.N.R.....WEDNESDAY, 25th Nov./96.
EMPRESS OF JAPAN...Comdr. GEO. A. LEE, R.N.R.....WEDNESDAY, 23rd Dec./96.
EMPRESS OF CHINA...Comdr. R. ARCHIBALD, R.N.R....WEDNESDAY, 20th Jan./97.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to
D. E. BROWN, *General Agent,* PEDDER STREET.
Hongkong, October 28, 1896. 2178

Notices to Consignees.

NORDDEUTSCHER LLOYD.
NOTICE TO CONSIGNEES.
STEAMSHIP *SACHSEN.*

THE above-named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., Kowloon, whence delivery may be obtained.

OPTIONAL CARGO will go on to Shanghai unless notice to the contrary be given before this Afternoon, at 5 o'clock.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th Nov. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 23rd November, at 3 p.m.

All Claims must reach us before the 27th November, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
MELCHERS & Co., *Agents.*
Hongkong, November 19, 1896. 2333

FROM HAMBURG, PENANG AND SINGAPORE.

THE Steamship *Thekla*, Capt. CHRISTIANSEN, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY, at 5 p.m.

Any Cargo impeding her discharge will be landed into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN Co., LD., and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th Instant, at 3 p.m.

No Fire Insurance has been effected.
SIEMSSEN & Co., *Agents.*
Hongkong, November 14, 1896. 2295

NOTICE TO CONSIGNEES.
THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *KAISAR-I-HIND.*
FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed *at their risk* in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—
From PERSIAN GULF, ex s.s. *Pembg.*

Optional Goods will be landed here unless instructions are given to the contrary before 10 a.m., TO-DAY, the 18th Instant.

Goods not cleared by the 21st Instant, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here after which no Claims will be recognised.

H. A. RITCHIE, *Superintendent.*
Hongkong, November 16, 1896. 2304

FROM KOBE AND YOKOHAMA.

THE Company's Steamship *Miike Maru*, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

This Vessel brings on Cargo from Seattle, Wash. ex s.s. *Yamaguchi Maru.*

Bills of Lading can be countersigned by the
NIPPON YUSEN KAISHA.
Hongkong, November 17, 1896. 2335

WANTED BOOKS.
To Buy, Sell, and Change.
WANDERMAN'S BOOKS, for the use of Ladies and Gentlemen, can have by apply at the Office.—Price, 10 cents.
CHINA MAIL Office.

Intimations.

NOTICE.

IN the Spring of the present year, owing to the continued wet weather the flower of teas was not strong. The production of our SUNSHINE CHOP TEA, which is SELECTED for SUPERIOR QUALITY was very small, and the STOCK was SOON SOLD OUT.

It has lately come to our Notice that some Dealers have been using our SUNSHINE CHOP to fraudulently pass off inferior TEAS; this has interfered with our Business and Disappointed Buyers, consequently we beg to point out that we have SOLD of our SUNSHINE CHOP TEA during the Year only the following:—

DEACON & Co... { D M M / No. 62 } 1,400 Boxes @ 12 lbs. nett weight, to Monte Video.
DEACON & Co... { M & C / No. 62 } 400 Boxes @ 12 lbs. nett weight, to Monte Video.
CARLOWITZ & Co. { 2,000 Boxes @ 11½ lbs. nett weight, to Buenos Ayres.
CARLOWITZ & Co. { S M C / No. 62 } 2,000 Boxes @ 11½ lbs. nett weight, to Monte Video.

OHOEY SUN.
August, 1896. 2174

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.
NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.
VOIGTLANDER'S CELEBRATED BINOCULARS and TELESCOPES.
RITCHIE'S LIQUID AND OTHER COMPASSES.
ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS.
English SILVER & ELECTRO-PLATED WARE.
Christofle & Co.'s ELECTRO-PLATED WARE.
GOLD & SILVER JEWELLERY in great variety.
DIAMONDS
AND
DIAMOND JEWELLERY,
A Splendid Collection of the Latest LONDON PATTERNS, at very moderate prices. 724

KELLY & WALSH, LTD.
A SOUVENIR OF HONGKONG.
AN ALBUM OF HONGKONG VIEWS.
PRICE ... ... $1.00.
CONTAINING PHOTOGRAPHS OF:
1.—Hongkong and Harbour from Bowen Road.
2.—Hongkong from the Harbour.
3.—The Hongkong and Shanghai Bank.
4.—Queen's Road and the Clock Tower.
5.—Queen's Road and Central Market.
6.—A Street Chair.
7.—A Jinrickshe.
8.—Opium Smokers.
9.—The Naval Yard.
10.—The Police Station at Kowloon and the Time Ball.
11.—The Race Course and Happy Valley.
12.—The Bowen Road.
13.—The Cathedral.
14.—Native Boy's School.
15.—Queen's College.
16.—Native Girl's School.
17.—A Joss House.
18.—The Public Gardens.
19.—A Junk.
Hongkong, November 14, 1896. 2292

Insurances.

UNION ASSURANCE SOCIETY,
(Instituted in the Reign of Queen Anne A.D. 1714).
CAPITAL FULLY SUBSCRIBED £150,000.
CAPITAL PAID UP £120,000.
TOTAL INVESTED FUNDS EXCEED £2,700,000.
TOTAL ANNUAL INCOME £350,000.

THE Undersigned, having been appointed Agents of the above Society in Hongkong, is prepared to issue Policies against FIRE on the usual terms.
HARRY WRIKING,
1481 *Acting Chief Agent.*

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUNDS at 31st December, 1895, £7,431,181.
Authorised Capital £1,000,000 0 0
Subscribed Capital £1,750,000 0 0
Paid-up Capital £437,500 0 0
Fire Funds £1,176,000 0 0

HAVING been appointed Agents of the above Company we are prepared to accept Business and Outstanding RISKS at Current Rates.
SHEWAN, TOMES & Co., *Agents.*
Hongkong, July 30, 1896. 1879

HONGKONG MARKET PRICES.

Corrected to Saturday, November 14, 1896.
As 1020 Cash per Dollar Mexican.

	Price. Highest Cash.	Lowest Cash.	Chinese Names.
Butcher Meat.			肉食
Bacon, English, . . lb.	—	—	來路烟猪肉
„ Ams. Sugar cured „	330	—	花旗烟猪肉
„ Foochow, . . „	240	—	福州烟猪肉
„ Japan, cured . „	—	—	日本烟猪肉
Beef sirlein & prime cut. catty	140	—	尾龍扒
„ Corned, . . catty	140	—	鹹牛肉
„ Roast, . . „	140	—	燒牛肉
„ Soup, . . „	100	—	湯肉
„ Steak, . . „	140	—	牛肉起
Bullock's Brains, . per set	60	50	牛腦
„ Tongue fresh, each	350	—	牛舌
„ „ corned „	350	—	鹹牛利
„ Head, . . „	500	—	牛頭
„ Heart, . . „	150	—	牛心
„ Hump, Salt catty	140	—	牛肩
„ Feet, . . each	60	50	牛脚
„ Kidneys, . „	50	—	牛腰
„ Tail, . . „	100	—	牛尾
„ Liver, . . catty	70	—	牛肝
„ Tripe (undressed) catty	60	50	牛肚
Calves Head and Feet, set	500	—	牛仔頭脚
Hams, American, . lb.	320	—	花旗火腿
„ Chinese, . . „	—	—	金華火腿
„ English, New, . „	420	—	來路火腿
„ Japan cured, . „	—	—	日本火腿
„ Shanghai, . . „	220	—	上海火腿
Mutton Chop, . . „	150	—	羊扒骨
„ Leg, . . „	150	—	羊肚
„ Shoulder, . . „	120	—	羊子
Pigs' Chitlings, . . catty	70	60	猪腸
„ Feet, . . „	110	—	猪脚
„ Fry, . . „	160	—	猪雜
„ Head, . . each	500	450	猪頭
„ Heart, . . „	50	40	猪心
„ Kidneys, . . pair	70	—	猪腰
„ Liver, . . lb.	160	—	猪肝
Pork, Chop, . . catty	120	—	猪排骨
„ Corned, . . „	—	—	鹹猪肉
„ Leg, . . „	200	—	猪脚
„ Fat or Lard, . „	140	—	猪油
Sheeps' Head and Feet, set	350	—	羊頭脚
„ Heart, . . each	50	40	羊心
„ Kidneys, . „	70	—	羊腰
„ Liver, . . lb.	150	140	羊肝
Sucking Pigs, . . each	$1.75	$1.25	猪仔
Duet, Beef, . . lb.	110	—	生牛油
„ Mutton, . . „	100	—	生羊油
Veal, . . catty	130	—	牛仔肉
Poultry.			生口
Chicken, . . catty	220	—	雞仔
Capons, . . „	300	—	閹雞
Ducks, . . „	180	—	鴨
Doves, . . each	—	—	鴿
Eggs, Hen . . doz.	120	—	雞蛋
„ Duck . . „	110	—	鴨蛋
Fowls, . . catty	170	—	雞
Geese, . . „	180	—	鵝
Hares, . . each	550	—	兎仔
Musk Deer, . . „	—	—	黃麂
Partridges, . . „	400	—	鷓鴣
Pigeons, . . „	160	—	白鴿
Pheasant, . . brace	$1.10	—	上海山鷄
Rice Birds, . . doz.	400	—	禾花雀
Quail . . each	110	—	鶉鶉
Snipe, . . „	170	—	沙錐
Turkeys, Cock, . . catty	550	—	火鷄公
„ Hen, . . „	350	—	火鷄母
Teal, . . each	300	—	水鴨
Wild Ducks, . . pair	$1.00	—	上海水鴨
Fish.			海鮮
Barbel, . . catty	110	—	鯉魚
Bream, . . „	—	—	鯊魚
Bombay Ducks, . 100 pieces	200	—	孟味魚
C'ton Fresh Water Fish, catty	—	—	河魚
Carp, . . „	100	—	鯉魚
Catfish, . . „	—	—	赤魚
Codfish, Salt, . . „	—	—	鹹魚
Crabs, . . „	130	—	蟹
Cuttle Fish, . . „	80	—	墨魚
Dab, . . „	100	—	沙盂魚
Dace, . . „	90	—	黃尾鰭
Dog Fish, . . „	—	—	鯊倒沙
Eels, Congor, . . „	—	—	海鰻
„ Fresh water, . „	200	—	淡水鰻
Eels, Yellow, . . „	160	—	黃鰻
Fils Fish, . . „	—	—	鯛皮浮
Frogs, . . „	200	—	田鷄
Fresh Fish, . . „	100	—	鮮魚
Garoupa, . . „	220	—	石斑
Gudgeon, . . „	90	—	白蛤魚
Gurnard, . . „	140	—	紅角
Herrings, . . „	100	—	鰳白
„ smoked . doz.	—	—	煙黃鰳
Halibut, . . catty	100	—	鰈甲魚
Lobsters, . . „	100	—	龍花蝦
Lorch, . . „	140	—	鱸魚
Lobsters, . . „	120	—	龍蝦
Mackerel, . . „	—	—	鯖魚
Monk Fish, . . „	—	—	毛魚
Mullet, . . „	120	—	鯔魚
Oysters, . . „	120	—	生蠔
Perch, . . catty	100	—	鱸魚
Pike, . . „	—	—	花鱸魚
Plaice, . . „	—	—	鯽魚
Pomfret, White . . „	160	—	白鯧
Pomfret, Black . . „	100	—	黑鯧
Prawns, . . „	200	—	明蝦
Ray, . . „	50	—	琵琶沙
Rock Fish, . . „	80	—	石狗公
Roach, . . „	—	—	鯊魚
Salmon, (Canton), . „	160	—	馬友魚
Shark, . . „	60	—	鯊魚
Salt Fish, . . „	160	—	鹹魚
Skate, . . „	50	—	鰩魚
Shrimps, . . „	120	—	蝦
Snapper, . . „	150	—	立魚
Soles, . . „	120	—	龍沙魚
Tench, . . „	—	—	鯇魚
Turbot, . . „	110	—	左口魚
Turtles, small, fresh water, „	350	—	龜魚
Whiting, . . catty	—	—	長魚
White Bait, . . „	—	—	銀魚仔
Fruits.			菓子
Apples, (California), . catty	150	—	金山平菓
„ (Tientsin), . „	—	—	天津平菓
„ (Japan), . . „	—	—	日本平菓
Bananas, fragrant, . „	30	—	香蕉香蕉
„ (brides), . „	60	—	山香蕉
Chestnuts, Chinese, . „	80	—	栗果
Carambola, . . „	100	—	楊桃
Cocoanuts, . . each	50	—	椰子
Ground Nuts, . . catty	100	—	花生
Grapes, . . „	180	—	鮮葡萄
Lemons, China, . . „	60	—	檸檬
„ Peel, . . „	—	—	橘餅
Lichees, Dried, . . „	250	—	荔枝乾
„ Fresh, . . „	—	—	荔枝
Limes, . . „	—	—	檸檬
Mango, (Saigon), . . each	—	—	安南芒菓
„ (Manila), . . „	—	—	呂宋芒
Mangosteen, . . dozen	—	—	山竹子
Oranges, Sweet, . . catty	60	—	新會甜橙
„ Green, . . „	40	—	青橙
„ Red, . . „	—	—	紅桔
Olives, . . „	80	—	白欖
Pine-apples, . . each	—	—	李地波羅
Pears, . . catty	—	—	沙梨
„ (Tientsin), . „	120	—	天津雪梨
Pumelo, . . each	60	—	碌柚
„ (Siam), . . catty	80	—	暹羅柚
Peach, (Sweet), . . „	—	—	桃
Raisins, Muscatel, . „	—	—	葡萄乾
„ Pudding, . „	—	—	葡萄
Water Chesnuts, com. . „	40	—	馬蹄
„ Mandarin, . „	60	—	荸薺
Walnuts, . . „	100	—	合桃
Vegetables, &c.			菜蔬
Artichokes, Shanghai, . catty	50	—	上海丫治
Bean, (French), . . „	180	—	佛豆
„ Long, . . „	120	—	豆角
Beet Root, . . each	40	—	菜頭
Brinjals, Green, . . catty	80	—	紅茄
„ Red, . . „	—	—	青茄
Brassica, . . „	20	—	白菜
Bamboo Shoots, . . „	60	—	竹筍
Cabbage, Chinese com. . „	30	—	芥菜
Cabbage, Shanghai, . each	80	—	椰菜
Cauliflower, . . „	—	—	椰菜花
Carrots, . . catty	40	—	金笋
Celery, Chinese, . . „	50	—	唐芹菜
„ English, . . „	140	—	洋芹菜
Chillies Dried, . . „	180	—	辣椒乾
„ Red, . . „	90	—	紅花椒
Curry Stuff, English, . „	40	—	咖喱材料
Cucumbers, . . „	80	—	青瓜
Bitter Squash, . . „	—	—	苦瓜
Garlic, . . „	40	—	蒜頭
Ginger, young, . . „	50	—	新子薑
Horse Radish, S'hai, „	120	—	力根
Indian Corn, . . „	—	—	粟米
Lettuce, (English), . each	10	—	洋生菜
Mushrooms, Fresh, . catty	—	—	生草菇
Onions, Bombay, . . „	60	—	洋葱
„ Green, . . „	40	—	生葱
„ Shanghai, . „	—	—	上海葱頭
„ Japan, . . „	—	—	日本葱頭
Okrees, . . „	140	—	毛絲
Parsley, English, . bundle	10	—	洋芫荽
Potatoes, Sweet, . catty	20	—	番薯仔
„ Shanghai, . „	—	—	上海薯仔
„ Japan, . . „	30	—	日本薯仔
„ American, . „	—	—	花旗薯仔
„ Foochow, . „	—	—	福州薯仔
„ Macao, . . „	—	—	澳門薯仔
Pumpkin, . . „	20	—	番瓜
Purslane, . . „	20	—	猪仔菜
Papaw, . . „	25	20	木瓜
Radish, . . dozen	20	—	紅蘿白仔
Rice, best quality, per picul,	$4.50		上白米
„ Common „ „	$4.10		中白米
Shallots, . . catty	90	—	乾葱頭
Spinage, (Chinese) . „	—	—	菠菜
Spinach, . . „	50	—	菠菜
Snake Gourd, . . „	40	—	蛇瓜
Tomatoes, . . „	30	—	蕃茄
Taro, . . each	20	15	芋頭
Turnips, Panti, (Long), each	20	—	蘿白
Vegetable Marrow, . catty	50	—	番瓜
„ (Long), . „	—	—	長瓜
Water Cresses, . . „	50	—	西洋菜

W. MACDONALD,
Assistant Inspector of Markets.

A JAPANESE NEWSPAPER ON WAR PREPARATIONS.

The *Nippon*, which is intimately connected with the present Government, has had a series of articles on the subject of army and navy extension. Its arguments are substantially identical with the opinions of the *Kobe Chronicle* on the question, and we cannot but think it is a hopeful sign that the Japanese are awakening to the fact that the arts of peace should be promoted in preference to the art of war and theatrical jingoism. We summarize the article of the Tokyo paper as follows:—

The cry for the extension of war preparations has become so very powerful in the political arena after the war that apparently nobody dare resist it. From the National Unionists, who claim to be the warmest friends of the Navy and Army, down to the Liberals and Progressionists, who, for a long time past, strongly opposed the so-called 'Martial Government' and insisted on economy in the Government expenditure, they are all now prepared to sacrifice everything for the extension of war preparations. They now humbly kneel down in the presence of the proposal for the augmentation of army divisions and of orders for more costly men-of-war. The question of the extension of war preparations is invariably spoken of in the same breath with the question of the 'national prestige.' The peace of the world at present is described in strange terms, as an 'armed peace,' though according to our way of thinking, the national prestige is not maintainable by the army and navy alone. Has not Russia, for instance, enhanced her influence over China and Korea, without troubling to put a single soldier in the field? It is strange enough that among the principal results of the late war are—a Russo-Chinese Bank and a Russo-Korean Railway! We don't denounce the war preparations as entirely unnecessary, but we are confident that the national prestige is not to be maintained by the war preparations alone. We are therefore astonished to note how the political agitators of the present day show such extreme eagerness for precipitate extension of war preparations, sacrificing everything for that purpose—the needs of Formosa, Hokkaido, Civil Service, Post Office, railways, forests, river embankments, and everything. They cry 'Those who oppose the war preparations are the nation's bitter enemies, and those who support it are the nation's friends!' This cry emanates from the mouths of the professional politicians or faction-mongers, supported by honest and sincere patriots who come of martial family. Frightened by this cry, statesmen generally connive at the injudicious excess in the increase of army and navy expenditure. In some cases, they express their approval of any increase of such outlay, only from an anxiety to obtain the support of the majority by hook or by crook. Such is the contemptible mania which prevails among the statesmen and politicians in general at present. Perhaps the diplomats, who yielded to the intervention of the 'Triple Alliance' in regard to Liao-tung, may be delighted to see these deplorable developments. The plea for the necessity of extending the war preparations is a convenient excuse for their diplomatic failure in connection with the war. (It was alleged that Japan was compelled to yield to the intervention of the three Powers solely on account of the inadequacy of her war preparations; this view reveals gross ignorance, we are delighted to see these deplorable developments. The plea for the necessity of extending the war preparations is a convenient excuse for their diplomatic failure in connection with the war. (It was alleged that Japan was compelled to yield to the intervention of the three Powers solely on account of the inadequacy of her war preparations; this view reveals gross ignorance, and the more important adjustment of domestic affairs is utterly disregarded. If the object in view of the proposers and supporters of the extension of the war preparations is the protection of the national prestige, we admit that the scheme is a measure against foreign Powers, which has been actuated by the situation of affairs in the Orient after the war. We have disapproved from the outset of the cry for the extension of war preparations gaining ground unduly in the political arena, and also echoing the cry too loudly at home and abroad. Apart from the question whether the funds required for the proposed extension are available consistently with the progress of the wealth of the nation, we cannot but lament that while all the people in and out of the Government are very earnest in advocating the extension they are utterly indifferent to the adjustment of the domestic administration. We are surprised to find so many civil works, which have very close connection with the war preparations, are put in total abeyance. Economists not only include war preparations in the category of unproductive matters, but also regard such works as positively destructive implements, as they take away capital and labour from other fields. Even the advocates of the extension cannot dissent from this proposition of the economists. From this standpoint, if there is any productive national work, which has connection with war preparations, it would be most willingly supported by economists, and the advocates of the war preparations should throw all their energy into such work. Yet strange to say, few of them speak of such things, while they are frantically clamouring for the extension of the war preparations. Schemes for the encouragement of steam navigation and shipbuilding industry are works of this kind. But the amount set aside for carrying out these schemes is only a few million yen. The destruction of railways and telegraph lines by inundation and storms this year is eloquent evidence of the negligence of the domestic administration for many years. The immunity from such natural calamities in 1894 and 1895 during the war was only the help of Providence to this Empire. Had such calamities occurred in these years, what would have been the result? Railway traffic was entirely interrupted and the telegraph lines, which are the most important organ of communication throughout the breadth and length of the Empire, were broken down. If such be the case in the next war, the war preparations, which may be made in future will be deprived of one-half of their usefulness, by the cutting off of communications throughout the Empire. In time of peace, telegraph and postal services are most necessary, and how much more would they be so in time of war? Business people, who are directly affected by the interruption of communications, have very promptly begun to make complaints and have pressed the authorities to make improvements. They cry out that rain-proof railways should be built, and reserve lines of telegraph should be constructed; and foreigners also have keenly criticised the Japanese railways which collapse when wetted by rains. The storms and inundations this year have given conclusive evidence of the negligence of the home administration in the past. Count Kabayama, the new Home Minister, admits that the calamities of floods this year were the direct consequence of the negligence of the forestry administration in the last 30 years. [It is the rivers more than the forests that need careful watching and unguiding expenditure.—ED. *K.C.*] Even the authorities responsible for the administration openly declare the same thing, and strange enough the military enthusiasts are quite silent, though the defective construction of railways and telegraph lines must have such a serious effect on the war preparations. We do not wish to drift into the state of the Chinese army, in which they clean very carefully the implements for smoking opium, but show utter disregard to the rust of fire-arms and sabres. It must be remembered, however, that the clean sabres is not the only work of civilized nations in the present century.—*Kobe Chronicle.*

RUDYARD KIPLING'S MILITARY MAN.

To many writers the soldier has been a subject of interest, to Kipling he has been more—he has been a subject of study. Kipling has not been content with stereotyped phrases, like 'thin red lines' of heroes; he has gone further, and has entered into, and what is more, has made his readers appreciate the soldier's life.

He has shared their sorrows and their tobacco, says the *Admiralty and Horse Guards Gazette*; he has more than once supplied them with beer. He is, therefore, the friend of all soldiers, and more particularly, of those 'Three Musketeers,' who threaten to rival even Dumas' heroes in popularity. Mulvaney, Learoyd, and Ortheris are now almost household words. They have an assured place in our affections, nor is the reason difficult to find. It is because they are living men, full of generous impulses, unselfish and brave, and yet with those little foibles and weaknesses which must be charitably attributed to original sin. Kipling has said that 'single men in barricks ain't exactly plaster saints.' He illustrates this aphorism very frequently, but in such a manner as to leave behind no impression or trace of reckless realism. Love and war naturally form the chief topics of the conversation, but there are plenty of other themes. It is a matter of regret, but still an undeniable truth, that many of the strange occurrences chronicled by Kipling were due to that 'lamentable thirst that was at the beginning of First Causes.' 'The incarnation of Krishna Mulvaney' is an instance. It is well known how the gifted Irishman despoiled the infamous Dearsley of that queenly and much-beraffled palanquin; how he hired six men to carry him off in state, clad, it is painful to notice, only in 'is shirt and trousies,' to borrow Ortheris' description, and 'wavin' 'is legs out o' windy;' then how he appeared in the temple, robed in 'one wondrous garment of pale pink silk,' with white face, blue-black moustache, bottle in hand—the visible embodiment of the god Krishna; also how he deprived the priest of 'four hundred an' thirty-four rupees, an' a big fat necklace that he took from him as a remimbrancer.'

'My Lord the Elephant' shows Mulvaney in a different aspect. The elephant has broken loose, and has spread ruin before him, like the 'Ould Typhoon' that he is. Mulvaney flies to the friendly shelter of a neighbouring carriage emporium. Here he discovers the best part of a bottle of whisky. The elephant follows in hot haste, but Mulvaney, like a true general, takes the higher position and temporises, assisted not a little by the genial spirit, which afterwards inspires him to drop on the elephant's back, drive his knees 'under the big flappin' ears,' and to reture to the 'p'rade groun' forty miles an hour, trumpetin' vain-glorious.' He requests to be taken off the 'murderin' volcano,' and says that he can scarcely be expected to rough ride the whole stud. He appeals to the elephant's sensibilities, now with coaxing words, now with the butt-end of his Snider, and not without success—the elephant is overcome with emotion, and afterwards the most friendly relations are established between Mulvaney and 'the venerable Father av Sin.' Kipling has shown all the humour and pathos of the soldier's life, and he has shown it in such a way as to leave behind no trace of insincerity or artificiality. The soldiers of the 'Widow' are true men, and their motto, as duly instilled by Private Mulvaney into the new recruits, is to 'Fear God, honour the Queen, shoot straight, and keep clean.'

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'CAN any of you tell me why Lazarus was a beggar?' asked the female teacher in a West Side Sunday-school. 'Why was Lazarus a beggar?' she repeated, sternly. 'Please, ma'am,' replied a small boy, whose father was a merchant, 'because he didn't advertise.'

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STRONG ENGLISH WORDS.

When a person says "I suffered excruciating pain," he expresses a fact in the strongest words afforded by the English language. The word "excruciating" comes from *crux*, a cross, and signifies an intensity of agony comparable only to that endured by one who undergoes the barbarous punishment of crucifixion. There are some diseases which, for a time, cause pain of this acute and formidable nature. To find a relief for it, when possible, is at once the impulse of humanity and the studious desire of science. Two brief examples may indicate what success is attending the effort to both comfort and cure cases of this kind.

"Nearly all my life," writes an intelligent woman, "I have borne the burden of what appeared to be incurable illness. I always felt heavy, weary, and tired. My appetite was poor, and after eating I had a *cruel pain* at my chest and between the shoulders. Frequently the pain was so intense that I was impelled to loose my clothing and walk about the room. My nerves were disordered and impressible, and I was, consequently, easily disquieted and upset. My sleep was habitually bad, and I seemed none the better for spending a night in bed. Eating but little my strength waned of necessity, and I came to be very weak. For a long time I got about feebly and with difficulty.

"In August, 1887, I had an attack of rheumatic gout, which gave me the most harrowing experience of my life. The complaint took its usual course and refused to yield to the ordinary treatment. Through the partial failure of the liver and kidneys dropsy set in and my legs and feet became puffed and swollen. I suffered *excruciating pain* and was confined to my bed for *thirteen weeks*. Remedies of every description were tried but to little purpose.

"My brother, visiting me one day, said he had been cured of an attack of dropsy by a medicine called Mother Seigel's Syrup. I got a bottle from Mr. Hewett, the chemist, in Seven Sisters' Road, and after taking it felt a trifle easier. I continued taking it, and soon the pain and swelling abated. I could eat without pain or inconvenience, and by a few weeks' further use of the Syrup I was not only free from any local ailment, but felt better than I ever did in my life before. Since then I have enjoyed continuous good health, taking a dose of Mother Seigel's Syrup occasionally for some transient indisposition. You are at liberty to publish my letter. (Signed) (Mrs.) Elizabeth Rogers, 42, Pierce Road, South Tottenham, London, September 13th, 1895."

"In January, 1892," writes another, "I had an attack of influenza, and was confined to my bed for *eighteen weeks* thereafter. Subsequently I was very weak, and could get up no strength. What little food I forced down (having no appetite) gave me *excruciating pain*, so that I was afraid to eat. I came to be exceedingly weak and had frequent attacks of dizziness. I was worn almost to a skeleton, and none thought I would recover.

"In June, 1892, Mr. Smith, a friend of ours, recommended me to try Mother Seigel's Syrup, which I at once procured of Mr. George Coombs, the chemist in Bucknall. After taking it for only one week I felt greatly benefited. I could eat better, and food agreed with me. Continuing with the Syrup I grew stronger and stronger, and soon felt even better than before I was attacked by the influenza. You are free to print this statement if you wish to do so. (Signed) (Mrs.) Ruth Halliday, 44, High Street, Bucknall Torkard, Nottingham, March 19th, 1895."

Intense pain may or may not indicate urgent danger to life, but it is hard to bear, and very exhausting just the same. In cases of rheumatic gout (Mrs. Rogers) the pain is caused by a poisonous acid in the tissues, originally produced by the decomposition of food in the stomach—indigestion or dyspepsia. The same poison acting on the liver and kidneys creates the other symptoms mentioned. In the case of Mrs. Halliday the ailment was dyspepsia, which in the first place *invited* influenza, and then remained to torment her.

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Wanchai Warehouse and Storage Company, Limited.	2,600	$ 100	$ 37½	$45
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited.....	50,000	$ 100	$ 50	$76½, buyers
Kowloon Land and Building Company, ...	6,000	$ 50	$ 30	$18½, sales and sellers
Humphreys' Estate & Finance Co...	25,400	$ 10	all	$8½, sales
West Point Building Co., Limited..	12,500	$ 50	$ 40	$18½, sales and buyers
TRAMWAYS.				
HK. High-Level Tramways Co., Ld.	1,250	$ 100	all	$99, sales
MINING.				
Jelebu Mining & Trading Co., Ld...	40,000	$ 5	all	$2.50, sellers
Punjom Mining Co., Ld.....	50,000	$ 4	all	$13, sales
Société Francaise des Charbonnages du Tonkin.	12,000	Fcs. 500	all	$72½
New Balmoral Gold M'ing Co., Ld..	50,000	$ 3	all	$1.65
Raub Aust. Gold Mining Co., Ld....	200,0000	£ 1	13/10	$9, sales and buyers
Olivers Freehold Mines, Ltd..... {	A 15,000	$ 5	$ 5	$6, sellers
	B 20,000	$ 5	$ 2½	$3½, sellers
	25,000	$ 5	$ 1	$2½
PLANTING, ETC.				
China-Borneo Company, Ld.	7,500	$ 100	$ 55	nom.
H. G. Brown & Co., Limited. in liq.	6,000	$ 50	all	in liq.
HOTELS, ETC.				
Hongkong Hotel Company, Ld.....	12,000	$ 50	all	$29, buyers
DISPENSARIES.				
A. S. Watson & Co., Limited.....	60,000	$ 10	all	$12.75, sales and sellers
Dakin, Cruickshank & Co., Ld.....	60,000	$ 5	all	nom.
LIGHTING.				
HK. and China Gas Co., Limited...	7,000	£ 10	all	$110
Hongkong Electric Co., Limited. ...	30,000	$ 10	$ 8	$6.40, sales
BRICK AND CEMENT.				
Green Island Cement Co., Ld.	20,000	$ 10	$ 10	$18½, sellers
MISCELLANEOUS.				
Bell's Asbestos Eastern Agency, Ld. ..... {	3,000	£ 1	£1	nom.
	7,000	£ 1	£ 15/-	nom.
Campbell, Moore & Co., Limited....	1,200	$ 10	all	$5
Geo. Fenwick & Co., Limited.	6,000	$ 25	$ 25	$23½, sales and buyers
Hongkong Bakery Company, Ld.	600	$ 50	all	$30
Hongkong Dairy Farm Co.....	10,000	$ 7½	$ 5	$5, nom.
Hongkong Ice Company, Limited...	5,000	$ 25	all	$103, sellers
H'kong Rope Manufactory Co., Ld.	5,000	$ 50	all	$144, buyers
Ewo Cotton Spinning and Weaving Co., Ld., ...	10,000	Tls. 100	Tls 100	Tls. 84, buyers
International Cotton Manufacturing Co., Ld., ...	10,000	Tls. 100	Tls 100	Tls. 95
Laou-Kung-Mow Cotton Spinning and Weaving Co., Ld.	8,000	Tls. 100	Tls 100	Tls. 92½
Carmichael & Co., Ld.....	2,000	$ 25	$ 20	$8
Soy Chee Cotton Spinning Co., Ld...	2,000	Tls. 500	Tls 500	Tls. 515
* Founder's shares				

BONDS.	*Amount.*	*Value.*	*Interest.*	*Quotation.*
Chinese Imperial 1896 sterling.	167,800	Tls. 36	5 % annual	10 % prem.

A. W. STOLZ, Secretary.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloong shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. & O. Co.'s Office.
5. From P. & O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellett's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	*Anchorage.*	*Captain.*	*Flag and Rig.*	*Tons.*	*Date of Arrival.*	*Consignees or Agents.*	*Destination.*	*Remarks.*
Steamers.								
Amara	....	Kent	Brit. str.	1656	Nov. 12	Jardine, Matheson & Co.	.....	Ab'deen Dock
Anvers	3 c	Dulling	Belg. str.	1689	Sept. 18	Butterfield & Swire		
Ariake Maru	7 c	Asai	Japan. str.	1886	Nov. 19	Mitsui Bussan Kaisha		
Belgic	....	Rinder	Brit. str.	2695	Nov. 16	O. & O. S. S. Co.	.....	Cos'tan Dock
Bygdo	3 c	Ivensen	Norw. str.	771	Nov. 10	Chinese		
Cheang Chew	5 c	Webb	Brit. str.	1215	Nov. 20	Chinese	Amoy	To-morrow
Chelydra	....	Cass	Brit. str.	1568	Nov. 7	Jardine, Matheson & Co.	.....	K'loon Dock
China	3 c	Voss	Ger. str.	1114	Nov. 19	Siemssen & Co.		
Chunshan	2 c	Fergusson	Brit. str.	1283	Nov. 20	Bradley & Co.		
Cromarty	8 c	Duncan	Brit. str.	1368	Nov. 17	Dodwell, Carlill & Co.		
Dante	5 c	Koepke	Ger. str.	1302	Nov. 10	Chinese		
Donar	4 c	Grundmann	Ger. str.	1015	Nov. 18	Lauts, Wegener & Co.		
Empress of India	5 h	Marshall	Brit. str.	3003	Nov. 3	C. P. R. Co.	Vancouver, B.C.	25th inst.
Fausang	3 c	Moncur	Brit. str.	1410	Nov. 17	Jardine, Matheson & Co.	Singapore, &c.	24th inst.
Fushun	3 h	Lunt	Chi. str.	1594	Nov. 19	C. M. S. N. Co.	Shanghai	To-morrow
Gaelic	5 c	Finch	Brit. str.	2600	Sept. 4	O. & O. S. S. Co.		
Glengarry	3 k	Ferguson	Brit. str.	1924	Nov. 18	Jardine, Matheson & Co.	Shanghai	To-morrow
Hailan	....	Jones	Dan. str.	319	June 16	A. R. Marty	.....	K'loon Dock
Hinsang	8 c	Kynoch	Brit. str.	1536	Nov. 16	Jardine, Matheson & Co.		
Hohenzollern	5 k	Harrassowitz	Ger. str.	2039	Sept. 15	Melchers & Co.		
Independent	3 c	Ahrenkiel	Ger. str.	821	Nov. 19	Wieler & Co.		
Lyeemoon	....	Heuermann	Ger. str.	1238	Nov. 8	Siemssen & Co.	.....	K'loon Dock
Marie Jebsen	3 c	Matthiessen	Ger. str.	1807	Nov. 15	Jebsen & Co.		
Miike Maru	5 c	Young	Japan. str.	2053	Nov. 19	Nippon Yusen Kaisha		
Namoa	5 h	Hall	Brit. str.	825	Nov. 20	Douglas Steamship Co.		
Namyong	3 c	Smith	Brit. str.	284	Nov. 20	Chinese	Amoy	To-morrow
Proponis	5 c	Farrand	Brit. str.	1217	Nov. 18	Chinese		
Ran	3 k	Jounsen	Norw. str.	333	Nov. 14	Order		
Siegfried	3 c	Ahrens	Ger. str.	968	Nov. 16	Nippon Yusen Kaisha		
Swatow	3 c	Jespersen	Ger. str.	635	Nov. 19	Chinese		
Tacoma	5 k	Whistler	Brit. str.	1662	Nov. 20	Dodwell, Carlill & Co.	Victoria, B.C.	8th prox.
Taksang	3 c	Rolfe	Brit. str.	977	Nov. 18	Jardine, Matheson & Co.		
Wong-koi	3 c	Stonham	Brit. str.	1116	Nov. 13	Butterfield & Swire		
Yuensang	3 c	Waddilove	Brit. str.	1106	Nov. 19	Jardine, Matheson & Co.		
Zafiro	3 c	Cobban	Brit. str.	675	Nov. 19	Shewan, Tomes & Co.		
Sailing Vessels.								
Belle of Bath	4 k	Curtis	Amer. sh.	1047	Sept. 2	Captain		
El Capitan	5 c	Carver	Amer. sh.	1419	Nov. 5	Siemssen & Co.		
Clan Macfarlane	2 c	Templeton	Brit. sh.	1446	Sept. 15	Naval Yard		
Freiburg	3 k	Schutte	Ger. sh.	1905	Sept. 18	Melchers & Co.		
Fort Stuart	8 h	Vanstone	Brit. sh.	2312	Nov. 5	Order		
Glen Caladh	3 c	.....	Brit. bqe.	466	Mar. 1	Chinese		
John Bairley	....	.....	Amer. sch.	—	May 30	Order	.....	Cos'tan Dock
L. Schepp	3 k	Day	Amer. sh.	1672	Sept. 29	Reuter, Brockelman & Co.		
Lothair	3 k	Ferretto	Italian bqe.	796	July 31	D. Musso & Co.		
Matterhorn	3 k	Williams	Brit. bqe.	1839	Nov. 19	Standard Oil Co.		
Retriever	5 c	Walls	Amer. sch.	75	April 3	Captain		
Sachem	2 k	Lancaster	Amer. sh.	1311	June 12	Order		
St. Mark	3 k	Dudley	Amer. sh.	1930	Aug. 18	Order		
Velocity	3 c	.....	Brit. bqe.	527	Oct. 1	Chinese		
West York	5 k	Davis	Brit. bqe.	684	Oct. 18	Order		
Wm. H. Smith	2 k	Wilson	Amer. sh.	1908	Aug. 21	Standard Oil Co.		
W. J. Rotch	2 k	Lancaster	Amer. sh.	1664	Sept. 12	Master		

Her Britannic Majesty's Ships on the China Station.

Name.	*Rig.*	*Tons.*	*Guns.*	*I.H.P.*	*Captain.*	*Where at.*
Æolus	twin-screw cruiser 2nd class	3600	21	7000	Captain Robert L. Groome	Yokohama
Alacrity	despatch-vessel	1700	12	3180	Commander F. G. De Lisle	Hongkong
Archer	cruiser 3rd class	1770	16	2200	Comd. C. E. Kingsmill	Nagasaki
Centurion*	twinscrew battle ship	10,500	41	13,000	Captain Spencer H. Login	Hongkong
Daphne	sloop	1146	16	1400	Commander MacArthur	Manila
Esk	g-bt. 3rd class coast defence	363	9	340	Lt.-Com. H. P. Barton	Yangtze
Firebrand	gunboat 2nd class	465	6	460	Lieut.-Com. Vernon Maud	Nagasaki
Grafton†	twin-screw cruiser, 1st class	7,350	36	10,000	Captain E. P. Jones	Yokohama
Humber	storeship	1610	—	800	Commander F. W. Wyley	Shanghai
Immortalité	armoured cruiser	5600	34	8500	Captain Edward Chichester	Nagasaki
Linnet	gun-vessel 2nd class	756	8	1050	Commander R. C. Sparkes	Port Lazareff
Narcissus	armoured cruiser	6 00	34	8500	Commander McAlpine	Hongkong
Peacock	gunboat 1st class	780	12	1200	Lieut.-Com. H. J. D. Laxton	Nagasaki
Pigmy	gunboat 1st class	755	10	1200	Lieut. Dormer	Manila
Pique	cruiser	3600	21	7000	Capt. Henry C. Bigge	Hongkong
Plover	gunboat 1st class	735	10	1200	Lieut. Spencer V. Y. de Horsey	Muroran
Porpoise	cruiser 3rd class	1770	16	3600	Commander F. R. Pelly	Singapore
Rainbow	cruiser	3600	21	7000	Captain Wm. C. C. Forsyth	Singapore
Rattler	gunboat 1st class	715	10	1200	Lt.-Com. Hon. G. A. Hardinge	Nagasaki
Redpole	gunboat 1st class	805	10	1200	Lieut.-Com. E. H. Grafton	Shanghai
Spartan	twin-screw cruiser 2nd class	3600	21	7000	Captain Alfred L. Winsloe	Yangtsze
Swift	gun-vessel 2nd class	756	8	1010	Lieut. Yodoi	Nagasaki
Tamar	ex-t port	2047	—	—	———	Hongkong
Tweed	g-bt. class coast defence	363	5	340	———	Hongkong
Undaunted	armoured cruiser	5600	34	8500	Captain John R. Hallifax	Yokohama
Victor Emanuel	receiving ship	5157	14	—	Commodore S. Holland	Hongkong
Wivern	coast defence ship, armoured	2750	12	1450	———	Hongkong

Torpedo Boats in Reserve Nos. 8, 20, 35, 36, 37 and 38, first class; and 3 second class boats.

* Flagship of Vice-Admiral Sir Alexander Buller, K.C.B.

† Flagship of Read-Admiral Oxley.

Foreign Men-of-war on the China and Japan Station.

Name.	*Flag and Rig.*	*Tons.*	*Guns.*	*H.P.*	*Captain.*	*Where at.*
Admiral Korniloff	Russian cruiser	4950	33	6000	Captain Eltchaninoff	Vladivostock
Admiral Nakhimoff	Russian flagship	7781	32	9500	Captain Kasberinoff	Hakodate
Africa	Portuguese transport	1993	—	—	Capt. Antonio Sergio de Souza	Hongkong
Aleout	Russian gunboat	810	2	730	Captain Parenago	Vladivostock
Alger	French cruiser	4000	30	8000	Captain Boutet	Hongkong
Arcona	German cruiser	2300	18	2400	Captain Beiker	Hongkong
Aspic	French gunboat	475	4	450	Commander Journet	Bangkok
Bayard	French flagship	6010	26	4400	Commander Fortin	Hongkong
Bonge	Portuguese gunboat	462	5	400	Capt. A. T. De Costa e Silva	Hongkong
Bobre	Russian sloop	950	13	1150	Captain Molas	Nagasaki
Boston	U. S. cruiser	3,00	8	3500	Captain F. Wildes	Chefoo
Castilla	Spanish cruiser	3290	22	4400	Capt. Enrique Sanlitis	Manila
Cephalonia	British transport	5605	—	—	Capt. Jas. B. Watt	Hongkong
Comète	French gunboat	495	4	500	Capt. Simon	Shanghai
Detroit	U. S. cruiser	2000	16	5400	Capt. Reiter	Shanghai
Dimitri Donskoi	Russian cruiser	6000	16	7000	Captain Withoft	Hakodate
Diu	Portuguese cruiser	729	—	—	Capt. Xavier de Brito	Hongkong
Don Antonio de Ulloa	Spanish cruiser	1200	4	—	Capt. Duclo	Manila
Don Juan de Austria	Spanish cruiser	1130	14	1500	Commander R. P. de Bonanza	Manila
Gaidamak	Russian gunboat	400	9	3500	———	Kobe
General Alava	Spanish gun-vessel	1200	—	—	Capt. Ramon Rochiquet Frejillo	Manila
Gremiastchy	Russian gunboat	1490	12	1330	Capt. Bouchanoff	Nagasaki
Imperator Nicolai I	Russian ironclad	8800	32	8000	Capt. Foelkersham	Yokohama
Irene	German cruiser	4400	22	8000	Commander du Bois	Hongkong
Isly	French cruiser	4380	22	8000	Captain Pillet	Manila
Kaiser	German flagship	7677	16	7800	Captain Zere	Yokohama
Korejets	Russian sloop	1200	9	2150	Capt. Chaikovsky	Nagasaki
Kormoran	German cruiser	1640	8	2800	Commander Brinkmann	Chefoo
Kreiser	Russian sloop	1330	13	1200	Capt. Beklemishoff	Nagasaki
Lion	French gunboat	500	6	500	Lieutenant Geuhet	Saigon
Machias	U. S. cruiser	1050	16	1600	Commander Houston	Chemulpo
Manila	Spanish transport	1057	8	1000	Captain Vinagre	Manila
Mandchur	Russian sloop	1200	9	1400	Commander Podlipolsk	Chefoo
Monocacy	U. S. sloop	1370	6	850	Com. Belknap	Tientsin
Olympia	U. S. flagship	5800	14	13,500	Captain J. J. Read	Nagasaki
Otvajny	Russian gunboat	1400	12	2000	Captain Redloff	Chemulpo
Pomiat Azova	Russian cruiser	6060	33	8000	Captain Rodionoff	Hakodate
Panther	Austrian cruiser	1500	—	—	Commander Koppel	Nagasaki
Pluvier	French gunboat	565	5	450	Lieut.-Commander Vidal	Bonin Is.
Prinzess Wilhelm	German cruiser	4400	22	8000	Captain Thiele	Nagasaki
Reina Cristina	Spanish cruiser	3090	12	4800	Com. Jose Warleta	Manila
Rurik	Russian 1st class cruiser	10,930	15	13,500	Captain Krogeus	Vladivostock
Saida	Austrian cruiser	2600	11	1800	Captain C. Spillar	Hongkong
Sisoi	Russian gunboat	—	—	—	Captain Baranoff	Vladivostock
Skvoetch	Russian cruiser	950	13	1120	Captain Jelezniff	Vladivostock
Vipere	French gunboat	480	4	450	Commander Courson	Batavia
Yorktown	U. S. cruiser	1700	15	3000	Commander Wiltsen	Nagasaki
Zabiaka	Russian cruiser	1360	13	1400	Captain Tolmatoff	Hakodate
Zaragoza	Mexican cruiser	1200	6	1300	Admiral A. O. Manzanilla	Nagasaki

Printed and published by GEO. MURRAY BAIN, at the China Mail Office, No. 5, Wyndham Street.